

PRIX EDITIONS

International Formula One Monthly



THE MAGAZINE FOR
GRAND PRIX PEOPLE

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PEERLESS PATRESE

A Grand Prix Landmark

FINEST FIGURE IN F1?

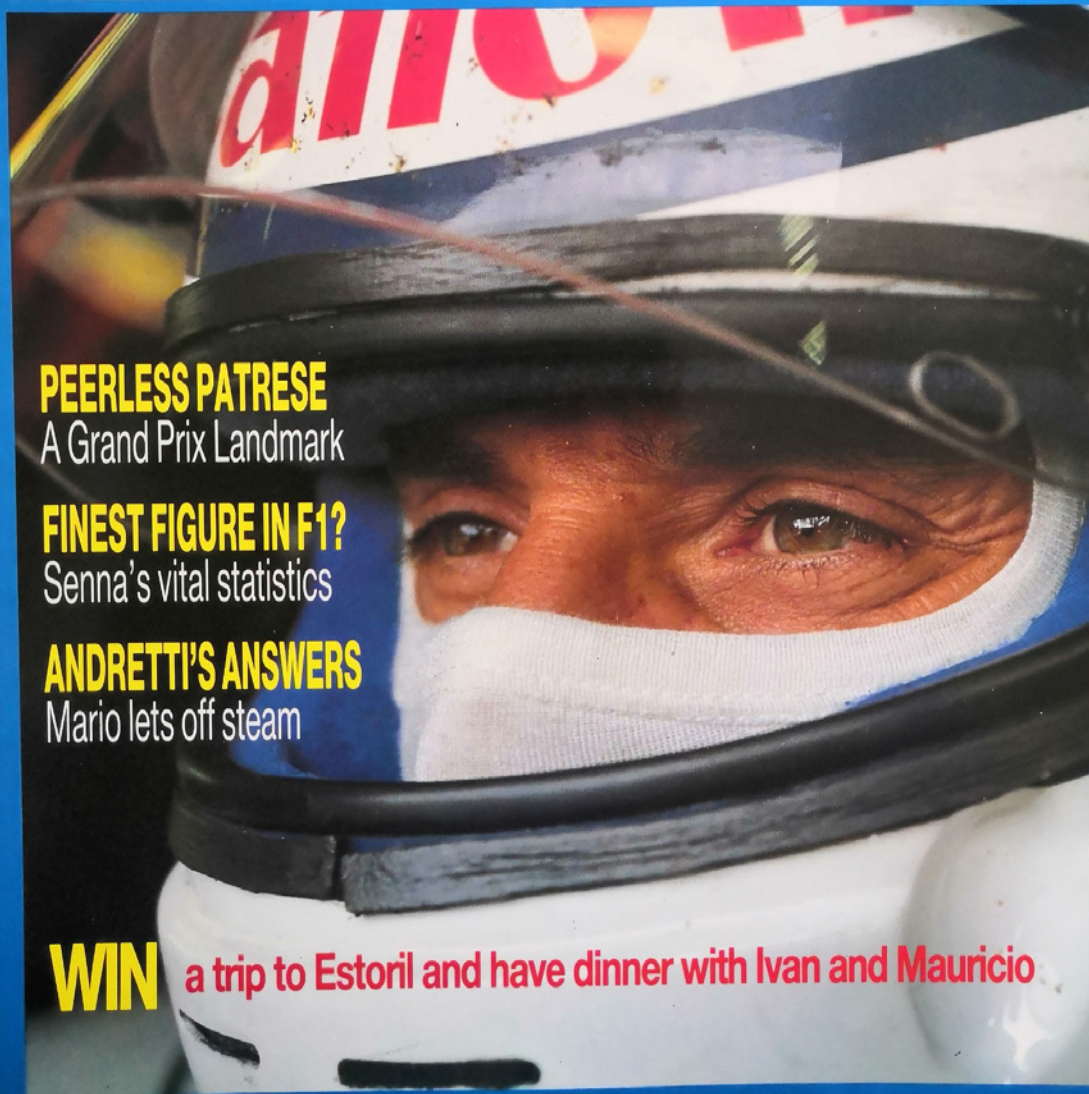
Senna's vital statistics

ANDRETTI'S ANSWERS

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WIN

a trip to Estoril and have dinner with Ivan and Mauricio



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SUNDAY EXPRESS

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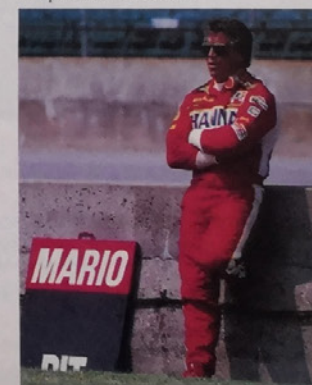
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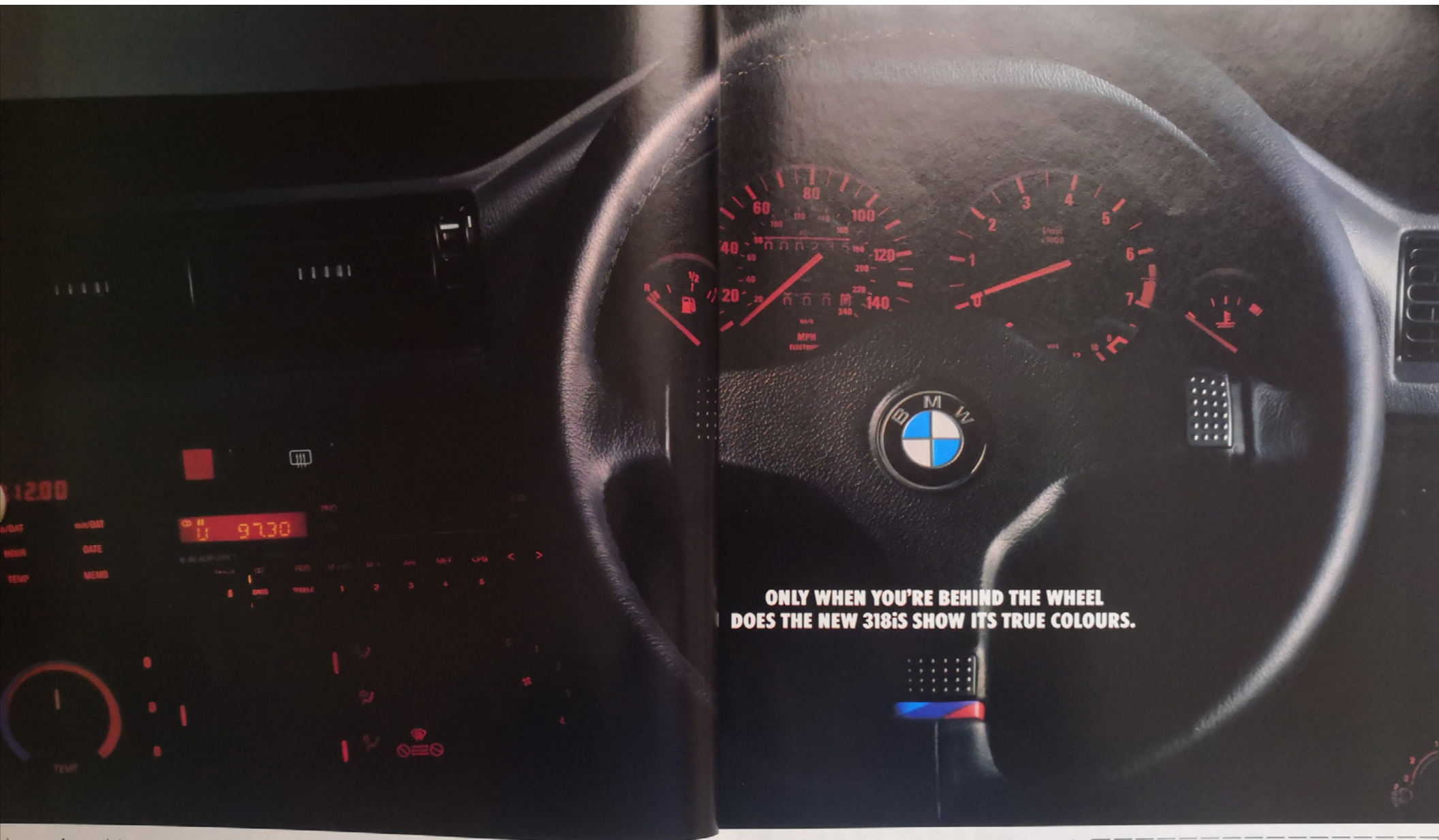
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Note: our regular *TB Talking* column
has had to be held over till next issue

Cover picture:
Allsport/Pascal Rondeau.





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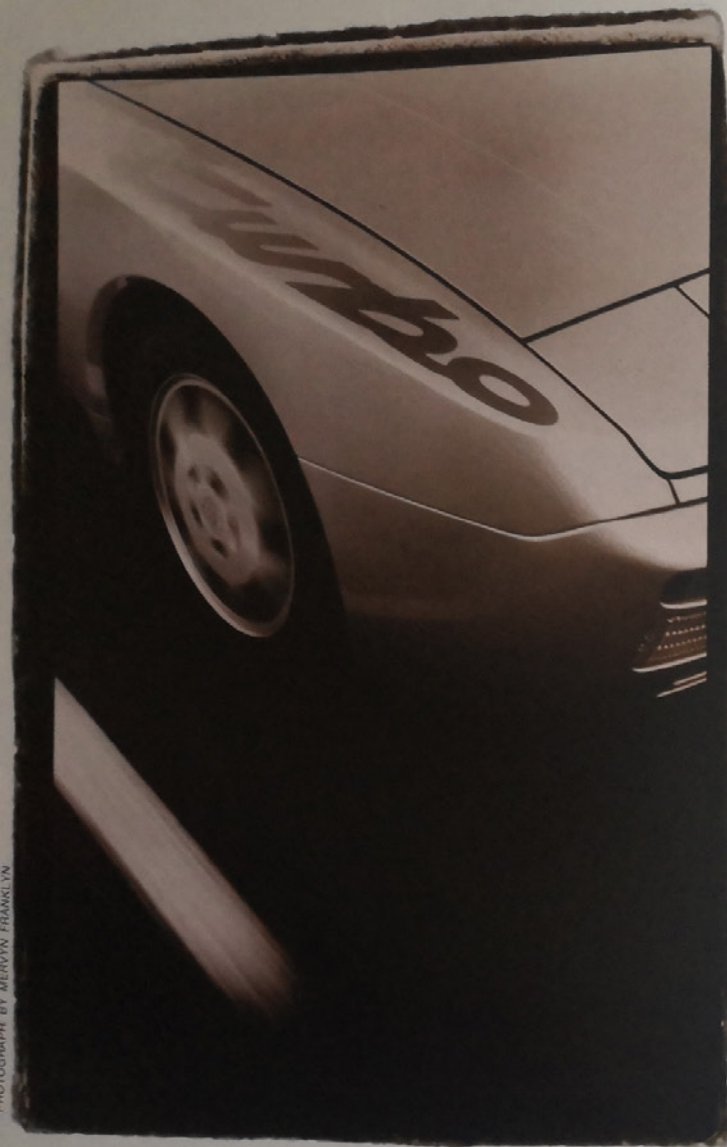
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car

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The only one you need to read

POLE POSITION

The Editor's Page



Bjorn Borg became Wimbledon champion for the second year running; at Wembley, Manchester United won the FA Cup; people went nuts in the States when Jimmy Carter was sworn in as President; Elvis Presley died, as did Bing Crosby and Charlie Chaplin; and the first "Rocky" movie launched Sly Stallone upon an unsuspecting world. The year, in case you hadn't guessed, was 1977, and apart from all those exciting developments, a young Italian called Riccardo Patrese took part in his first Grand Prix.

By the time you read this, and barring unforeseen circumstances, Patrese will have become the first man in history to contest 200 Grands Prix – an astonishing achievement at the summit of motor racing, and a career that represents almost exactly 40% of all the races in the history of a World Championship that reaches the 500 mark in Adelaide later this year.

Patrese's has been no easy path, and the terrain covered has had more troughs than peaks, including the opprobrium of the then senior drivers who condemned him at the time of Ronnie Peterson's death in 1978. Patrese survived that early nightmare to record wins for Brabham in 1982 and 1983 before going through six years of middle-of-the-grid anonymity. He had a reputation for... what should we call it? Arrogance? Self-centredness, to say the least? Whatever the right word may be, Patrese was not the most sought-out man in the F1 paddock.

And yet, when he took the chequered flag at Imola earlier this year for his first victory in almost 100 races, Riccardo Patrese's was the most popular win in years, welcomed from all sides of the Formula One fraternity (now there's a word that's been singularly out of place in recent times). For the last two seasons, the Italian has seemed reborn: combative but not obstructive, competitive at the heart of a top-flight team – yet approachable, almost benign out of the car.

Asked recently about the difficult beginnings of his own career, Patrese felt sure the same thing could not happen to a young driver today – and if it did, he would be the first to extend the hand of friendship. "Maybe it was that ordeal", he added, "that gave me the strength to believe in myself through all those lean years when I was scrapping away in the middle of the pack, with no hope of winning. I never doubted that I'd make it back to the top one day." In other words, it's all down to character, which is precisely what makes sport such a telling reflection of life itself.

At Imola, Riccardo Patrese made it

back to the top. "It was", he admitted, "the happiest moment of my F1 career, but not because I'm 36 and have driven nearly 200 Grands Prix. But because the victory came after such a long wait, because I had won in my own country, Italy, and especially because, on that day, I was the best."

The finest steel, they say, is tempered in the hottest flame: Riccardo Patrese is entitled to warm himself in the applause surrounding his Silverstone appearance, and *Prix Editions* is delighted to acknowledge the contribution he is making to his sport in troubled times.

PE



KEEPING TRACK



Prix Editions' monthly digest: a diary of F1 fact - and fiction!

June 4, England: Footwork Arrows, who will use Porsche engines in 1991, hire former Onyx designer Alan Jenkins as Technical Director. Jenkins, 42, entered motor racing in the late 70's on Hector Rebaque's F1 Lotus programme. He then worked with Ron Dennis's Project 4 F2 team before its amalgamation with McLaren, for whom he collaborated with John Barnard on the MP4/1. Alan was race engineer to John Watson and Alain Prost at the time of McLaren's TAG-Porsche engine pro-

gramme. After two years in the States working on the Penske Indy project, he was co-founder in 1987 of Onyx Grand Prix.

June 9, Montreal: Chris Pook, instrumental in organizing F1 at Long Beach in the early 80's, reveals plans to attract a World Sports Prototype Championship race to Hawaii - thought to be a forerunner to an eventual Grand Prix at the same venue. In the States, Road Atlanta still has ambitions to become a Grand Prix circuit.

June 10, Montreal: Ayrton Senna wins the 23rd race of his career after taking pole position - for the 46th time - in the Canadian Grand Prix.

June 14, Le Mans: McLaren test driver Jonathan Palmer, formerly with Zakspeed and Tyrrell in F1, injures thumb and ankle on the fearsome Mulsanne straight during qualifying for the 24-Hour sportscar race.

June 22, Paris: France's daily sports newspaper

L'Equipe reports that Renault have bought the Ligier F1 team, with whom their name had already been linked as probable engine suppliers for 1991.

June 22, Mexico: Driver moves for 1991 are the main topic of conversation in the F1 paddock. Tyrrell's new star Jean Alesi is said to have signed a Williams contract for next year; Thierry Boutsen thought to be on his way back to Arrows, though the Belgian has "no idea" at this stage where he will be in 1991. Overtly



Could this be Mexico's last look at Formula One?

friendly relations between Ron Dennis and Ayrton Senna, meanwhile, suggest the Brazilian will again adorn a McLaren cockpit in 1991, while Dennis is thought to have secured a further three-year engine deal with Honda. Nigel Mansell says of rumours about a Ferrari re-signing: "We've just talked. Nothing is done yet." The feeling also persists that Ford will have two other customer teams in F1 as well as continuing to supply Benetton.

June 23, Mexico: Rumour has it the future of the Mexican Grand Prix is in serious doubt, with this year's event supposedly the last to be staged at the circuit revised and first used in its current configuration in 1986.

June 24, Mexico: Alain Prost starts from 13th place on the grid but takes the 41st victory of his career in the Mexican Grand Prix,

with Nigel Mansell in second place giving Ferrari their first 1-2 finish since the Italian Grand Prix of 1988. Prost's victory spoils the celebrations surrounding Ayrton Senna's 100th Grand Prix, in which he also failed for the first time in five races to claim pole position, beaten to it by teammate Gerhard Berger.

June 26, Pembrey: McLaren cancel testing of new Honda V12 engine because chassis is not ready.

June 27, Silverstone: Ferrari test their new V12 power unit for the first time.

June 28, Silverstone: Ayrton Senna and Allan McNish test Honda's V12 engine for the first time as the F1 teams assess tyres for the forthcoming British Grand Prix. Brabham were also scheduled to test their Yamaha V8 for the first time prior to running it from next year.

Prost - delighted to spoil Senna's celebrations



Alan Jenkins gets down to his new job with Michele Alboreto



Alesi: with Williams in '91?



Tom Northey handles public relations for Pirelli. He is a master of the gentle touch in a world where ham-fisted, fixed-smile pummeling is the usual method of pushing a product and its benefits.

Northey is also the only person I know whose generous and subtle use of a credit card at the dinner table caused disbelief within the offices of American Express; they couldn't accept that one man actually meant to spend those amounts, in one restaurant in Bath, during the course of the 1983 Lombard RAC Rally.

Northey, in fact, was entertaining the troops at the time when Stig Blomqvist was thrashing his victorious way through the British forests to give a potent demonstration of Pirelli's products. Nothing further needed to be said and, indeed, on the occasion I was invited to dinner, I don't recall tyres, never mind Pirelli, being mentioned. Yet, the camaraderie aside, you knew and fully accepted the true purpose of the riotous assembly.

But that was not the case at American Express when the bills rolled in at the end of the week. A representative, in a state of some anxiety, called Northey and asked him to check that the card was still in his possession, for American Express felt sure, judging by the large amounts before them, that the card had fallen into the wrong hands. Tom said all was in order, except for one or two lingering hangovers.

Such methods of achieving product awareness may have a touch of payola about them even though there was no obligation or commitment asked or given. That, however, does not seem to be the case in many a motor racing deal where promises made are not necessarily promises kept.

Northey has become an avid reader of 'The Independent on Sunday'. During recent weeks, while I was otherwise engaged at Grands Prix, he would ring on a Monday and draw my attention to an article of interest. Like

ON THE OTHER HAND



THE MAURICE HAMILTON COLUMN

Another quiet Sunday on the Monaco streets...



the story of how Minardi ran into trouble with Atlantic Computers, the leasing company founded by John Foulston, who later became the owner of Brands Hatch and other MCD circuits before his untimely death at Silverstone in 1987.

It seems that Giancarlo Minardi became understandably excited when Atlantic Italia offered to help fund Minardi's season in 1989. The Atlantic logo appeared on the sides of the cockpit and in return, Minardi received £600,000.

A trifling amount, you may think. Indeed it was when compared with the £2m which was shown on Atlantic's books as having been paid out. According to the article, written by the deliciously named Fiammetta Rocco, the missing £1m was paid into an account offshore whose beneficiaries are unknown. It should be pointed out that the company had passed from the Foulston family's hands some time before and perhaps, in the light of the aforementioned dealing with Minardi, it is no surprise to learn that the new parent group now find themselves in, to put it mildly, financial difficulties.

Then there was the day I returned from Canada. Northey called to ask if I knew Jean-Marie Balestre was on coke. I said I had always thought some of his actions were the work of a glazed mind but I never dreamed he actually sat snorting quietly by le lavabo in Place de la Concorde. Explains a lot, I thought.

"No, no," says Tom, "Coke, as in Coca Cola." Tom had been busy digesting the weekend's newspapers and he had come across a powerful profile on Joao Havelange, Balestre's equivalent in the world of international football.

They have a lot in common, these two; tireless men of ambition, shrewd manipulators of the vote necessary to gain ultimate control. If you think Balestre is pushing it at 69, then be warned that he is just approaching his prime if Havelange is anything to go by.

The Brazilian is 74. And he has just been re-



Daly airborne at Monaco: there but for the grace of God...

elected, unopposed, for another four years. The only difference, as far as I can see, is that the world of football, if this article is to be believed, feels Havelange is the ideal man for the job. Balestre, I fancy, would not receive such a generous nod of approval today, never mind when he reaches 74.

But, to get to the point of the article, which appeared in 'The Independent' on Saturday 9 June. It was made clear that the acquisition of power does not come through forceful and careful campaigning alone. You need help of various kinds when manoeuvring into a position to win the necessary votes. When referring to Havelange's rise to power the ar-

"...the Monaco Grand Prix is on borrowed time, and has been for many years now."

title said: The key figure... was Colonel Marceau Crespin, the head of Coca Cola (France). Crespin was an old Gaullist loyalist with strong sporting connections, who was also instrumental in smoothing the way for the rise of Balestre...

So now you know. Things may go better with Coke, but sometimes I wonder. Take the messy prelude to Le Mans for example.

Without going into the lengthy and laborious dispute between Balestre and the organisers of Le Mans, suffice it to say that the struggle for control of

television rights was being fought behind a smokescreen of safety.

The ACO may be far from perfect but it was gratifying to see that this year's race was more successful than ever despite its exclusion from the championship and the building of two chicanes which, if anything, added an element - or two elements - of danger rather than reducing the risk.

The final irony, I thought, was a television interview with Balestre, in which he said he could not permit FISA to give the go-ahead to a motor sporting event in which lives were at risk. And where was he standing when he said this? Close by the pit lane in Monaco.

How that race is allowed to survive is beyond me. Yes, I know and accept all the commercial reasons why it should be a part of the calendar. Indeed, I marvel each year at the stunning impression of speed and power as the Formula One cars attempt to come to terms with the place. But, as far as safety is concerned, the Monaco Grand Prix is on borrowed time, and has been for many years now.

And Jean-Marie Balestre should know all about that since he narrowly missed being wiped out by Derek Daly's airborne car in 1980. Had the Tyrrell rolled to the right, once it had been launched off the back of Giacomelli's Alfa Romeo, Jean-Marie Balestre would have had first-hand knowledge of the terrible aftermath of a shunt involving officials and, perhaps, spectators.

That is something which, in this day and age of fantastic strides in safety, the motor racing world does not have to face on a regular basis. But it is not something which is easily

forgotten when disaster does strike; ask anyone who witnessed the tragic events during the Donington F3000 race.

The accident in 1980 occurred at Ste. Devote, a relatively safe part of the track. A potentially lethal area has to be the approach to the swimming pool, a place where contact between two cars could launch one of them into the public area, regardless of the presence of debris fencing. If motor sport got off very lightly indeed after Donington, that most certainly would not be the case if the world's media were presented with the flip-side of the Grand Prix coin at Monaco.

Just as worrying, on the evidence of this year's race at any rate, would be the reaction of the marshalls to a serious incident at Monaco. I have never been impressed by the strutting peacock attitude of many of these men, their smart uniforms, with epaulettes signifying rank, appearing to be more important than the discharging of their duties.

I watched one practice session from Rascasse and I must admit I spent much of the time trying to work out why one gentleman was wearing one of those splendid helmets. Quite what he would have done in the event of a fire was beyond me since he was wearing a short-sleeved shirt and had no other form of flame-proof protection. But he was proud of that helmet, with its shiny visor; no question about that.

Reflected glory?





Alesi: mindful of manners - more so than the President



Andrea De Cesaris: familiar position but did Balestre need to say so?

Then there were the marshalls who spent most of their time scolding anyone who tried to climb onto a rental van, parked at the rear of the cordoned-off area and used as a base for their equipment. There came a point when one of their number left his post by the barrier and berated a photographer for attempting to gain a vantage point on the van; the marshal was holding the yellow flag throughout this show of authority. And, yet, practice was in full swing at the time. Seems the priorities at Monaco need attention all the way down the line.

But, you have to say, Jean-Marie Balestre always has safety in mind. At the pre-race briefing, the FISA President welcomed the new drivers to Monaco. He hoped they would drive sensibly and not follow the example set by one or two of their seniors - notably Andrea De Cesaris.

Since De Cesaris was seated in the front row, a few feet away from Balestre, this public condemnation did not go down well. In fact, Andrea became very angry. And rightly so. While I would agree that his presence in Formula One is frequently made

questionable by inconsistencies of driving style, there are ways and means of getting the point across. And humiliation on the morning of a Grand Prix is not one of them. Goodness knows what state De Cesaris was in when he went to the line. And, in case you think such heavy-handed treatment may have caused him to moderate his manners, he was later to be seen paying scant attention to his mirrors in a familiar fashion.

Then there was the case of The President v Jean Alesi, conducted on the starting grid, if you please.

Once the race had been stopped following Gerhard Berger's unconventional attempts to overtake Alain Prost, the drivers reassembled on the grid. Prost, having been overtaken by Alesi, felt sure the Tyrrell driver had sparked off the ensuing chaos and Prost said as much to Balestre - who then took Jean gently by the arm and gave the innocent party a quiet lecture on how to go motor racing.

In fairness to Prost, he soon saw the error of his ways later in the day after watching a video of the incident. None the less, his whinging methods were a mite disturbing. Or, at least, that was how Alesi found them when he became the subject of Balestre's unwanted attentions. This was no way to defuse one of the most potentially explosive moments in motor sport and Alesi was still upset by the wrongful accusation long after the race had finished. Alesi was put out, not only by Balestre's grand manner but also by the rather devious methods adopted by a driver whom Alesi views as his hero.

A gentle word in the right place at the right time would have had a greater effect all round. It is, after all, the first lesson in effective PR. And, if you would rather not mention the subject at all, the second lesson is to beat the living daylights out of your American Express card.

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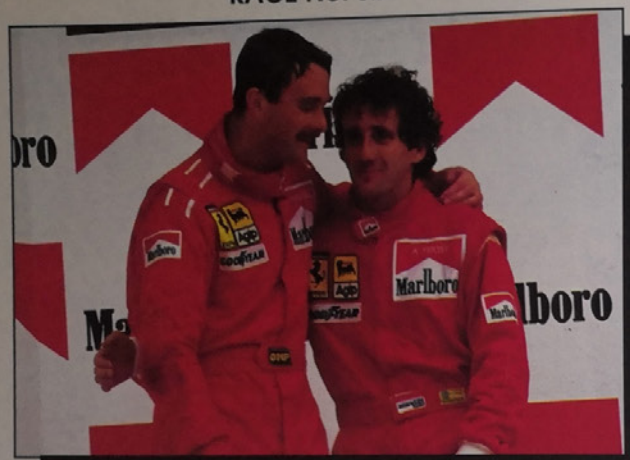
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1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP
RACE No. SIX



MEXICO

JUNE 24 1990

JUST as so often used to be the case in the past with Jim Clark, nowadays it takes a problem for Ayrton Senna before a Grand Prix comes to life, such is the Brazilian's current domination.

Around the bumps of the Autodromo Hermanos Rodriguez, named in the honour of Ricardo and Pedro, he looked an absolute shoe-in for victory, overcoming qualifying problems with a brilliance that

David Tremayne

was stunning, but it was only when he hit trouble late in the event that it really came to the boil.

For the first time in a very long time, Senna didn't top a single free practice or qualifying session —

The tyre blew Ayrton's candles out as well...

Mansell, Berger, Boutsen and Patrese took such honours — and even had to give best to team-mate Gerhard Berger in the race day warm-up. It hardly augured well for him. Over the bumps his McLaren just wasn't as poised as normal, and to begin with Ayrton wasn't happy with its balance. And after Gerhard had posted a dramatic 1m 17.227s on Friday, which would ultimately remain good enough for the Au-



1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. SIX

MEXICO



Prost in familiar position again — but Mansell may be the man to watch.

strian's sixth pole position, he himself would manage only fourth best time behind Mansell and Patrese. 'I was just a little too conservative during the first part of my lap,' he revealed. Intriguing, that, Ayrton reckoning himself to be too conservative...

He didn't make his 47th pole on Saturday, either, as Patrese dipped beneath his 1m 17.670s which was at one stage fastest in the session. It was the first time since Phoenix that he wouldn't start from the front row, but the American race was a slightly odd affair anyway due to the weather in qualifying. You had to go back to Silverstone in 1988 before that.

It didn't matter.

When the green lights came on Ayrton dragged away down to the first corner side by side with Berger and Patrese, and by the end of the first lap it was McLaren number 27 in the lead, going away. It said it all about the Brazilian's tactics, and his uncanny ability to begin racing the moment a GP starts. There is never any need to feel himself in, to adjust

Berger just couldn't curb Mansell in the end.

to car or conditions. His main concern, expressed later, was that he had given Gerhard sufficient racing room on that long haul down to turn one, and the answer was yes, he had. Against the expectations of many, the two of them got on extremely well, and Ayrton is a markedly more relaxed personality now that Prost has left the team.

It didn't take Gerhard long to begin falling back, and the reason

**Qualifying, it seemed,
had merely been an
aberration; normal
service was now
resumed.**

became apparent after only 12 laps when he dived into the pits. Both MP4/5Bs had started on Goodyear's normal C compound race tyres, only the Williams and the Onyxes running the harder Bs on what is still a track that offers little mechan-

ical grip despite welcome resurfacing at the 180 degree right-hander, Peralta. On Ron Dennis' advice, Berger's tyre pressures had been slightly higher than Senna's. By lap three he felt the fronts beginning to grain, and by lap 12 he knew they were finished. In a race when nobody was expected to stop, it would be a crippling blow that robbed him of any chance of his first McLaren victory.

As he resumed in 12th place, to begin a dramatic charge up the field, Senna remained coolly in front, a comfortable 17 seconds ahead of a charging Nelson Piquet after 35 of the 69 laps. Qualifying, it seemed, had merely been an aberration; normal service was now resumed.

At this stage of the game the Benetton-Fords looked every bit as good in the race as they had in Canada, and Piquet was tanking along nicely, keeping the gap constant. However, both Ferraris were closing in.



1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. SIX

MEXICO

Mansell, fourth on the grid after topping the Friday morning times and finishing that day second to Berger, had looked a reasonable bet all weekend. His only real problem had been his Ferrari's initial aversion to running well on qualifiers, and an engine failure within minutes of the meeting getting under way. Prost, by contrast, was in dire trouble on both qualifying days and had started from an appalling 13th on the grid. He'd ruined his Friday chances of improvement with a spin, and then complained of lack of grip throughout Saturday. He looked haunted as he took up his worst grid placing since his 1980 debut season with McLaren. He lost places at the start, too, but by lap 35 had worked his way through to fourth, not too far behind Nigel. Cunningly, he had set his F1/90 up perfectly for the race, running less wing than the Briton. In time, it would have a crucial effect.

Like Sandro Nannini, by then up to sixth in his Benetton, Piquet was beginning to run into trouble with his front Goodyears blistering, however. Where the Italian was able to nurse his rubber, though, on his way to a good fourth place finish, the Brazilian was worried

Donnelly outdid Delboy to be 8th first time out in Mexico.



Nannini eyes up more points in an increasingly combative Benetton.

about an increasing vibration. The Ferraris duly went by on laps 37 and 42, Mansell and Prost respectively, and Nelson pitted for new Cs on lap 44 in a stop that dropped him to eighth. By the finish he had worked his way back up to sixth at Alesi's expense, and it is clear that under its new technical regime the Witney team is beginning at last to make some significant progress. Significant, too, has been the recent development work on the Ford V8, which looks pretty tidy compared to Ferrari's V12 and the Renault V10. With a more powerful version due for Ricard, the team left central America in justifiably optimistic frame of mind.

When Mansell began to erode Senna's lead by lap 45 it seemed merely as if the Brazilian was being canny, even if easing back his pace at this stage seemed a trifle premature. When the gap was down to 11.4s on lap 50, however, it was clear all was not well with the McLaren.

For some laps Ayrton had detected an imbalance in its handling, and knew instantly that he had a tyre problem. He tried calling the pits but was unsuccessful first time. When he did establish radio contact with Ron Dennis, the latter advised

him to stay out, on the basis that four points for third would be better than none if he pitted and couldn't get back into the top six. It was the wrong move, but one which made perfect sense at the time.

Things were now simmering nicely, ready for the final explosion that made the 1990 Mexican GP the best F1 race since Japan 1989 or Silverstone 1987. Bit by bit the Ferraris stalked the McLaren, but where it initially looked as if Mansell would be the real aggressor, he

Suddenly, from that 13th on the grid, Prost was menacing his team-mate

lost time very badly behind backmarkers. Grouillard cost him dear on lap 51, and then Modena did likewise a lap later. Suddenly, from that 13th on the grid, Prost was menacing his team-mate for second place. They came up to lap Foitek on lap 54, and as Mansell hung right in behind the Onyx going down to turn one, Prost came out from behind him in a piece of inspired judgement. Mansell passed the Onyx at just the moment

Prost passed him, and from that instant Alain's 41st F1 triumph was cemented. Nigel fought back immediately, but Prost's lower downforce set-up would prove critical.

Their pace had them on the McLaren's tail by lap 60, and next time round Prost calmly demoted his enemy going down the pit straight. Mansell duplicated the move on lap 62, but then Ayrton got an unexpected respite as the Briton spun on lap 64. 'I just got dirt on my tyres going off line, and the grip wasn't there at the next corner,' he admitted.

No sooner had Ayrton regained second place, however, than his right rear Goodyear exploded into ribbons of hot rubber. He limped as far as the pits, but there was no way he could continue. He bore the disappointment stoically.

Meanwhile, Berger, now running Bs on the left and Cs on the right,

It was as if Mansell was running on sheer will-power

was charging back, having passed Modena, the Lotuses of Warwick and then Donnelly, Alesi, Boutsen and Nannini. Taking advantage of Mansell's lost momentum he barged past the Ferrari on lap 67, the two cars touching. Mansell wasn't having that and immediately launched a counter attack that saw them collide on more than one subsequent occasion, and all round the 2.7 miles lap the red car was slithering around behind the red and white one, mere inches off its gearbox. It was as if Mansell was running on sheer will-power, and every time Berger repulsed one of his moves, so he tried another. It was motor racing at its best, given that the occasional taps were only slight and accidental. The climax came on lap 68.

Coming out of the last corner of the never ending esses, Nigel had the Ferrari closer than ever. The previous lap Gerhard had closed the door at Peralta, but now Mansell came in high and, as Berger turned in on his normal line, just kept coming, right round the outside. It was a sublime move that took the Ferrari ahead and obliged the McLaren driver to lift slightly, and that was all Nigel needed. 'I closed my eyes and kept my foot down,' he joked, and though Gerhard came back at him mightily over the final tour, the gap at the

finish was a hair under two-tenths of a second. If the race had gone another lap the McLaren's momentum would probably have taken it by into turn one, but it was too late.

Behind Nannini Boutsen brought his Williams home fifth just ahead of the charging Piquet, the team bitterly disappointed to have reliable runs for both its drivers spoiled by choosing those Bs instead of Cs. Both knew it was the wrong choice within laps of the start, and Patrese had actually spun while trying to keep up with the McLaren's early on. Where Thierry went non-stop, Riccardo pitted on lap 42, returning on Cs and professing the FW13B to be much better. Fifth fastest lap attested to that, and Patrick Head

sixth gear) and Pirro succumbing to engine failure, and Nakajima surviving a Donnelly-created spin on the first lap but then hitting a slowing Suzuki as Aguri backed off to head to the pits with an over-worked left rear Goodyear on lap 12. It was an unhappy meeting for Larrousse, with Suzuki stuffing one car in prequalifying before taking the spare for an heroic and successful late charge, then Bernard stopping Saturday morning's free session with a visit to the Peralta tyre wall. The Frenchman's race ended a lap later than his team-mate's, with brake trouble.

David Brabham qualified comfortably and looked promising as he and Modena made serious progress



Piquet in the points again — a pointed reminder of past glories.

wore a crestfallen expression afterwards.

Just as in Brazil, poor Alesi lost the final point to Piquet in the closing stages, his Tyrrell misfiring but otherwise running well on its Pirellis. All that car lacks is sheer horsepower.

Donnelly brought his Lotus home a very good eighth, frustrated by tyre problems, while Patrese separated him from the similarly troubled Warwick. A quartet of untroubled Italians — Modena, Martini, De Cesaris and Barilla — followed, with Foitek surviving a very dusty moment exiting Peralta on lap 65 to take 15th in his Monteverdi Onyx. The Swiss did a terrific job holding a very big slide, and avoiding Alliotting his car into the pit wall. After a tyre stop Larini recovered for 16th ahead of a down on power Alboreto, who had shone in qualifying in an Arrows that looked awful over the bumps, while Alliot came back from a stop of his own to lead in Grouillard. Senna was classified 20th.

The Mexican GP was remarkable for its low retirement rate, Lehto (bitterly disappointed with his car's inability to rev high enough to use

in the new BT59s, but the Australian's race was damned by several stops in an unsuccessful attempt to cure electrical misfiring.

This may have been the last Mexican GP, if current speculation over Bernie Ecclestone's absence in central America proves correct, but it was a humdinger in its closing stages. It proved yet again that, whatever problems he may encounter Senna has that uncanny ability to rise to the fore, and that he remains the class of the field. It proved again that Mansell and Berger are chargers. And it underlined once more just how impossible it is to write off Prost, even when he starts from row seven. Mexico marked the end of the first section of the World Championship chase, and as the teams headed for the sprint through Europe and people took stock of Senna's reduced championship advantage, one began to wonder if it hadn't been a turning point. With Ferrari, Honda and Ford all promising more powerful engines, and McLaren's V12 ready for its Silverstone shakedown, it was like a fresh start to the season. From now on, one felt, anything could happen.

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. SIX

MEXICO

"BETWEEN the races in Canada and Mexico I went back to France to drive in the Le Mans 24 Hours. I came back across the Atlantic on the Tuesday before the Mexican Grand Prix. I came in a little earlier than I do for the other Grands Prix because I wanted to get used to the high altitude of Mexico City.

"I played golf Wednesday and Thursday — 27 holes a day. I got up early each day so as to not have too much trouble with jet lag.

"This wasn't a happy weekend for the Ligier Gitanes team. It's difficult to get a good set-up with the car because the track is so bumpy. We changed many, many things, yet we never did find a good solution.

"The car was like a ping pong ball. You went from bump to bump and the car was jumping all over the place. It was impossible to drive the car: the car was driving me! We tried many solutions during Friday and Saturday... softer springs, softer shock absorbers... and the car was still the same.

"If you hit the bumps without thinking, you got such a jolt that you were sure you broke something in your back."

"The worst bumps were in the esses on the back side of the track. The big banked turn is much better now that they have resurfaced it. When you knew you had a bump coming up, you had to tense your body. If you hit the bumps without thinking, you got such a jolt that you were sure you broke something in your back.

"I tried to do my best anyway. On Friday I was 24th fastest with a lap of 1:21.451. On Saturday I used one set of qualifying tyres and one set of race tyres and improved to a 1:20.657. That put me 22nd on the

FROM THE COCKPIT

Philippe Alliot talks to
Dan Knutson

grid. At one stage I was frightened that I would not even qualify.

"During warm-up on Sunday we again changed the set-up. The team tried different solutions on my car and Nicola's car, and it turned out that Nicola's car was better in the race.

"I moved up four spots on the first lap and was running 15th by lap 11. But then I had to pit for tyres. I started on Goodyear 'Cs' and switched to another set of 'Cs'.

"The rest of the race was a real struggle. I ended up 18th, three laps behind Prost. I really had hoped for a better race as we are under pressure to score points to avoid pre-qualifying."



AT THE TRACKSIDE

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. SIX

MEXICO

Money's no joke

MEXICO CITY — Has Ayrton Senna signed for McLaren for 1991? No, said both Senna and McLaren director Ron Dennis at a Marlboro press conference on Friday.

"We have had very few discussions about next year," Dennis said. "We have had no discussions about material benefits of driving for the team. What we have been trying to formulate together is a strategy to ensure that we continue winning."

At this point Senna interrupted to joke: "Just one thing I would like to add... I'm not so sure — as Ron said — that I was extremely overpaid! And one thing that I have mentioned in many different press conferences when I talk about the future, how I see the perspectives and so on, is that I always like to improve. And I push very hard in terms of learning and improving and going forward. I am very sure this is going to be the same way for next year, not only in terms of experience, as driving is concerned, and to find the right ingredients to maintain the motivation as high as possible to compete strongly for victories and championships, as well as one or two material benefits that you can have from driving for a successful team."

Out for 100

Mexico marked Ayrton Senna's 100th Grand Prix start. While he failed to finish here, in his 99 previous Grand Prix starts, Senna has won 23 races and 46 pole positions, set 14 fastest race laps and scored 348 points.

On Friday Senna talked with FISA safety inspector Roland Bruynseraede and asked him to change the pole position from the inside to the outside of the track. Normally the pole winner gets the inside line into the first turn. In Mexico, however, the inside of the track on the pit straight, off the racing line, is dirty and slippery. Ironically, Senna did not win the



pole. But he did start third, and that still put him on the outside and clean part of the track for the start.

Broken GLAS

The proposed Mexican Formula One team failed to appear at its scheduled launch here. Fernando Gonzales Luna, a Mexican business man, formed the new GLAS (which stands for Gonzales Luna and Associates) Formula One team. The team hired Lamborghini's Mauro Forghieri to design the car which is fitted with a Lamborghini V12 engine. The car was supposed to be flown from Paris to Mexico City on the Wednesday before the race. Then problems arose when a cheque from GLAS to Lamborghini for over one million dollars reportedly failed to clear the bank. The GLAS Formula One car is still in Paris. Luna, however, has disappeared. He leaves behind a company which is now suffering from a reported £20 million financial deficiency.

All a-Gaug

The track here in Mexico presents special challenges for the tyre technicians.

The surface of the Hermanos Rodriguez is so bumpy that the rear tyres have excessive wheelspin and overheat. Because of the high altitude, the cars lose 20 per cent of the downforce compared to the downforce they have at other tracks. This

lack of downforce also causes the rear tyres to spin and overheat.

Another problem is the fast, banked, 180 degree turn that leads on to the pit straight. The turn had a new track surface, so the cars were going through the turn even faster than last year. The Ferraris were pulling 4.7 Gs through the corner in qualifying.

"The high speeds through that long corner heat up the left side tyres," said Goodyear's Lee Gaug. "If the drivers are not careful, they will overheat and blister their left side tyres."

Gaug's warnings proved to be true in the race. While other drivers had tyre troubles, Alain Prost conserved his tyres and won.

Pushing your luck

Formula One rules state that any push start (except in the pits or on the grid) is illegal as it is considered to be outside assistance. In Mexico FISA issued a statement reminding the teams that the rule would be enforced during practice. Roberto Moreno was push started by marshals after he spun his EuroBrun during qualifying on Saturday. Race officials disqualified his car for the weekend. Moreno was upset because the EuroBrun team manager had not informed him of FISA's earlier decision to enforce the rule.

Small talk

Rumours from Mexico — Jean Alesi to move from Tyrrell to Williams. Thierry Boutsen to Arrows. Chief technical director Adrian Newey to leave Leyton House. Ferrari on the verge of losing two major men in its design team: Chief designer Enrique Scalabroni and aerodynamic engineer Henry Durand.

Nelson Piquet and Jean Alesi flew from Europe to North America in Piquet's Lear jet. Piquet has bought an acrobatic stunt plane together with Formula One journalist Jeff Hutchinson.

Compiled by Dan Knutson and Byron Young.

1990 FORMULA ONE GRAND PRIX RACE No. SIX MEXICO CITY MEXICO

24 JUNE 1990

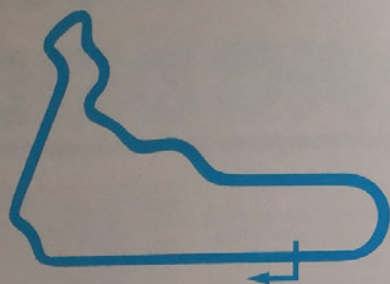
DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	31
2	Gerhard Berger	23
	Alain Prost	23
4	Jean Alesi	13
	Nigel Mansell	13
	Nelson Piquet	13
7	Thierry Boutsen	11
8	Riccardo Patrese	9
9	Alessandro Nannini	7
10	Alex Caffi	2
	Stefano Modena	2
12	Eric Bernard	1
	Satoru Nakajima	1
	Derek Warwick	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	54
2	Ferrari	36
3	Benetton	20
	Williams	20
5	Tyrrell	14
6	Arrows	2
	Brabham	2
8	Larrousse	1
	Lotus	1

Circuit length: 2.747 miles/4.421 km
Race distance: 69 laps (189.554 miles/305.049 km)



Alesi: will the wheels come off Tyrrell's revival if he moves on?

OFFICIAL STARTING GRID

Gerhard Berger	1.17.227	28	6	Riccardo Patrese	1.17.498
McLaren-Honda MP4/5				Williams-Renault FW13B	
Ayrton Senna	1.17.670	27	2	Nigel Mansell	1.17.732
McLaren-Honda MP4/5				Ferrari 641	
Thierry Boutsen	1.17.883	5	4	Jean Alesi	1.18.282
Williams-Renault FW13B				Tyrrell-Ford 019	
Pierluigi Martini	1.18.526	23	20	Nelson Piquet	1.18.561
Minardi-Ford M190				Benetton-Ford B190	
Satoru Nakajima	1.18.575	3	8	Stefano Modena	1.18.592
Tyrrell-Ford 019				Brabham-Judd BT59	
Derek Warwick	1.18.951	11	12	Martin Donnelly	1.18.994
Lotus-Lamborghini 102				Lotus-Lamborghini 102	
Alain Prost	1.19.026	1	19	Alessandro Nannini	1.19.227
Ferrari 641				Benetton-Ford B190	
Andrea De Cesaris	1.19.865	22	24	Paolo Barilla	1.19.897
Dallara-Ford BMS190				Minardi-Ford M190	
Michele Alboreto	1.19.941	9	21	Emanuele Pirro	1.20.044
Arrows-Ford A11				Dallara-Ford BMS190	
Aguri Suzuki	1.20.268	30	14	Olivier Grouillard	1.20.274
Larrousse-Lamborghini LC90				Osella-Ford FA1M	
David Brabham	1.20.447	7	26	Philippe Alliot	1.20.657
Brabham-Judd BT59				Ligier-Ford JS33	
Gregor Foitek	1.21.012	35	25	Nicola Larini	1.21.116
Onyx-Ford ORE-1				Ligier-Ford JS33	
Eric Bernard	1.21.273	29	36	J.J. Lehto	1.21.519
Larrousse-Lamborghini LC90				Onyx-Ford ORE-1	

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	A. Prost	1	Fra	Ferrari (G)	69	1:32.35.783
2	N. Mansell	2	GB	Ferrari (G)	69	1:33.01.134
3	G. Berger	28	Aut	McLaren-Honda (G)	69	1:33.01.313
4	A. Nannini	19	Ita	Benetton-Ford (G)	69	1:33.16.882
5	T. Boutsen	5	Bel	Williams-Renault (G)	69	1:33.22.452
6	N. Piquet	20	Bra	Benetton-Ford (G)	69	1:33.22.726
7	J. Alesi	4	Fra	Tyrrell-Ford (P)	69	1:33.24.860
8	M. Donnelly	12	GB	Lotus-Lamborghini (G)	69	1:33.41.925
9	R. Patrese	6	Ita	Williams-Renault (G)	69	1:33.45.701
10	D. Warwick	11	GB	Lotus-Lamborghini (G)	68	
11	S. Modena	8	Ita	Brabham-Judd (P)	68	
12	P. Martini	23	Ita	Minardi-Ford (P)	68	
13	A. De Cesaris	22	Ita	Dallara-Ford (P)	68	
14	P. Barilla	24	Ita	Minardi-Ford (P)	67	
15	G. Foitek	35	Swi	Onyx-Ford (G)	67	
16	N. Larini	25	Ita	Ligier-Ford (G)	67	
17	M. Alboreto	9	Ita	Arrows-Ford (G)	66	
18	P. Alliot	26	Fra	Ligier-Ford (G)	66	
19	O. Grouillard	14	Fra	Osella-Ford (P)	65	
20	A. Senna	27	Bra	McLaren-Honda (G)	63	
R	J. Lehto	36	Fin	Onyx-Ford (G)	26	Engine
R	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	12	Brakes
R	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	11	Accident
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	11	Accident
R	D. Brabham	7	Aus	Brabham-Judd (P)	11	Electrical
R	E. Pirro	21	Ita	Dallara-Ford (P)	10	Engine



Fastest Lap: A. Prost (1) Lap 58
1.17.958, 126.861 mph/204.156 km/h
(G) = Goodyear tyres. (P) = Pirelli tyres.

FASTEST LAPS

1. 1.17.958	24. 1.20.789
2. 1.18.487	35. 1.21.408
28. 1.18.223	25. 1.21.235
19. 1.19.378	9. 1.22.082
5. 1.19.525	26. 1.21.467
20. 1.18.365	14. 1.22.779
4. 1.19.474	27. 1.19.062
12. 1.19.508	36. 1.23.816
6. 1.18.653	29. 1.22.636
11. 1.19.932	30. 1.22.936
8. 1.20.355	3. 1.21.736
23. 1.20.230	7. 1.26.487
22. 1.20.601	21. 1.23.476

- Highest number of cars classified since Canadian GP 1976, which also saw 20 finish.
- Prost's 41st victory in 159 races, Ferrari's first 1-2 since Monza '88.
- First Ferrari victory on the revised Hermanos Rodriguez circuit.
- Ayrton Senna's 100th Grand Prix since his debut in Brazil 1984.
- Next round: France, Le Castellet, July 8th.

NON QUALIFIERS

No.	Name	Car	Time
16	I. Capelli	Leyton House-Judd	1.21.544
15	M. Gugelmin	Leyton House-Judd	1.21.665
10	A. Caffi	Arrows-Ford	1.22.154
30	R. Moreno	EuroBrun-Judd	
(Excluded for an on-circuit push start.)			

- Second time this season both Leyton House cars failed to qualify.

Is F1 about to be sent packing from Mexico?



PREQUALIFYING

No.	Name	Car	Time
14	O. Grouillard	Osella-Ford	1.25.281
29	E. Bernard	Larrousse-Lamborghini	1.25.456
33	R. Moreno	EuroBrun-Judd	1.26.724
30	A. Suzuki	Larrousse-Lamborghini	1.27.511
18	Y. Dalmass	AGS-Ford	1.27.830
17	G. Tarquini	AGS-Ford	1.28.499
31	B. Gachot	Coloni-Subaru	1.28.805
34	C. Langes	EuroBrun-Judd	1.40.414
39	B. Giacomelli	Life	4.07.475

- Gachot not only had an oil leak, but also — possibly as a result — three spins.
- Giacomelli's problem: no life in the engine!

1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP
RACE No. SEVEN



Last start at Paul Ricard?

FRANCE

JULY 8 1990

David Tremayne

FROM day one of the meeting, despite Ayrton Senna topping the timesheets after the first free practice session, there was something inevitable about the French GP. Supposedly the last at Paul Ricard — although that's a different story — it created the feeling that McLaren wasn't going to steamroller it in quite the fashion we have become 'educated' to expect.

In fact, though that feeling proved correct, and Alain Prost duly scored an historic 100th Grande Epreuve success for the Prancing Horse and 42nd for himself, the manner of his victory was totally unexpected.

I don't mean to disparage anyone (well not much, I'm told a little criticism is healthy), but just imagine if you switched on your TV and saw, say, Olivier Grouillard

leading a Grand Prix. You could be forgiven for expressing a little mild surprise.

Yet had you switched on by lap 34 of the French GP, to be greeted by the sight of the two Leyton House CG901s of Ivan Capelli and Mauricio Gugelmin holding sway at the head of a field that still included such luminaries as Alain Prost (pushing Gugelmin hard for that second place), Sandro Nannini, Nigel Mansell, Nelson Piquet and the McLarens of Senna and Berger, you might be forgiven for thinking you had temporarily suffered a mental short circuit. And to be fair, you'd have had some grounds for disbelieving your own senses. Hadn't they both failed to qualify only a fortnight earlier in Mexico?

A fortnight is a long time in motor racing, though. Long enough for Leyton House to toss Adrian

Newey into that rumbling old skip that periodically trundles by to carry off the unwanted people of F1. Long enough to finish building Gugelmin a stiffer monocoque that, ultimately, he would feel contributed nothing to the dramatic upswing in fortune. Long enough, too, to produce the new underbody and bodywork that would be crucial.

In Silverstone testing the previous week the Brazilian had expressed the opinion that Ricard might help the team avoid having to prequalify in the first half of the 1991 season, since its new surface ought to favour a car that likes the going smoother than a politician's speech and hates long bumps and hollows, and might thus take a point or two. But even he couldn't have hoped, surely, for such a spectacular change in circumstance.

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. SEVEN

FRANCE

There were several factors that came into play, of course, since nothing comes that easy in F1. They are worth assessing.

For a start, the McLarens, for all their Honda power, were struggling. The MP4/5Bs were ill balanced, giving Senna and Berger a hard time. Ayrton, nevertheless, extracted enough time from his on Friday to line up second only to the fleet Nigel Mansell, while Berger, having cheerfully admitted his lines were all at sea that day, rose to the occasion with fastest time in Saturday's slower second session, to share the front row with the F1/90.

Gugelmin: no crash but no happy ending.



Gugelmin protected Capelli superbly.

Yet it was perhaps Sunday morning's warm-up which really pinpointed the pressure under which Ferrari had finally managed to put its British rival. Then, Senna had an off that damaged a steering arm but, thankfully, not the monoco-

que. And a loose left rear wheel had had Berger off the road at Signes.

There was plenty of pressure at Ferrari, for all that Mansell retained his pole, the 13th of his career and the first for the marque since Silverstone in 1988. There were, for a start, four cars to service. Two racers, with standard V12s, two spares, each with the new (whisper it, roller bearinged?) versions that had blown pistons simultaneously at Silverstone and Fiorano the previous week. Mansell's race car had the standard seven-speed electro-hydraulic transmission, his qualifying car six speeds. Mansell distrusts electronic equipment, but Prost embraces it. His cars both had the pre-programmed units, bypassing fifth to change directly from sixth to fourth.

Then there was the presence of Piero Fusari, Ferrari's president, anxious to pressure a decision to carry on with the team for 1991 from his British star.

Throw in the fact that the new surface, while grippy enough to puzzle even Pirelli (whose qualifying tyres this season have been so effective), was also wreaking potential havoc with tyre consumption, and you had the ingredients for a confusing encounter. Many of the leading Goodyear runners opted for the harder compound Bs; only the brave or the well set-up went for Cs. Both Ferraris, Piquet and the two Leyton Houses went to the line on the softer rubber, although Alboreto risked the even softer Ds. In the Arrows, he had nothing to lose.

Pit stops preoccupied everyone, bar Capelli and Gugelmin. "We



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have a very good race set-up and we hope to run non-stop," Gugelmin had said quietly during Saturday afternoon, but Leyton House is not a team to trumpet such things. Let others work it out for themselves.

The initial stages of the race belonged first to Berger, for the opening 27 laps, then to Senna for two. Both then duly made their stops, again for Bs. "I could have tried Cs," said Ayrton, "but I knew this race would be tough, and it was no place to take such a gamble." It was graphic indication of the new calculating approach he is adopting

What a glorious return to form for the hitherto beleaguered team!

to the search for his second crown; while Berger had gone for pole on Saturday, the canny Senna had confined himself to honing his race set-up, and actually ended the day 30th fastest running only race rubber.

Mansell and Patrese, too, had brief moments of glory at the head of the field, but the first really significant move came when Capelli eased the Leyton House inside the



Closing the gap — three each for Prost and Senna this year.

... and the last shall be first — well, almost!



Williams going into turn one, to deprive it of the lead. Here was something not only extraordinary, given recent performances, but also highly confusing to those who hadn't bothered to speak with the team. Surely they would have to stop Capelli soon, and the nonsense would be over?

The trouble, as far as the rest were concerned, was that the nonsense wasn't nonsense at all, but some shrewd decision making. By lap 34 Gugelmin had pulled up to run second to Ivan — what a

glorious return to form for the hitherto beleaguered team! — and the Brazilian was giving Prost and Nannini a lot of food for thought as they struggled to attack.

Alain was having another bout of the delayed gearshift he'd encountered in Canada, while Sandro just didn't quite have the grunt to get on terms, but even so Mauricio was doing a damned good job protecting his team-mate's ass while trying everything he could to catch and pass him. It was overdue justification of the departed Newey's

aerodynamic theories, and one could only speculate on what he might be feeling as he prepared to join Williams.

The end for Gugelmin came when his Judd EV flashed its oil light for a couple of laps before ingesting itself on lap 59, but by then a blister on Prost's left rear Goodyear ensured that he had to tread carefully as he tried to chase Capelli's turquoise car. If Ivan's lead in Suzuka in 1988 had been a brief 400 yards, this was very different.

In his wake both Mansell and Berger were dogged by understeer on their second sets of tyres, and Senna was fighting poor balance. For once, neither McLaren looked in serious contention, and how long is it since that has been the case?

It was wonderful while it lasted, another welcome breath of fresh air for F1 with an underdog proving that miracles can, and sometimes do, still happen. But somehow you knew Fate wouldn't make the ultimate kind gesture. Something had to go wrong. The scenario was too perfect.

Well, something did go wrong. Ivan's engine began winking its oil light at him with mere laps to go, and then the fuel pressure began to go away. Prost got the run at him at Signes on lap 76 that he'd never been close enough to try before, dipped down the inside at the entry to the Le Beausset double horseshoe where he passed Senna in 1988, and that, suddenly and finally, was that. As he sped off to

that historic win, Ivan struggled to the line at reduced pace, and made it with just three seconds to spare. It says much for his personality that he took the disappointment with style, just as had the unlucky Gugelmin. Good guys can run near the front.

When Nannini's engine suddenly cut out with an electrical problem on lap 76, stranding him at Signes, Senna gratefully accepted third place, and thus kept his championship lead. "Anything from third upwards is good enough to count in this championship chase," he stressed.

Nannini wasn't the only driver to experience last minute disappointment. For the second race in succession Mansell had been galled to see that Prost had a better race set-up, especially when he ran into such bad understeer on his second set of Cs that he later pitted again for a third. He was charging hungrily after Berger and the angry Piquet when his engine blew on lap 73. "It was down on power all the way," said the disappointed Briton of the standard unit. "It was the worst I've had all season." To add insult to injury, he was then "detained" for nearly two hours until he could micturate sufficiently to provide a meaningful sample for the mandatory drugs test.

France was also unkind to Williams and Renault. After trying new monoshock front suspension in Silverstone testing, both FW13Bs were fitted with it for qualifying. Patrick Head decided to revert to the twin

damper system for the race, however, but Boutsen was out within nine laps with a blown engine on Renault's home ground, and then Riccardo later lost power with a misfire and backed off to make sure of finishing sixth.

Larrousse had two cars in the top ten, with Aguri Suzuki passing and leading home team-mate Eric Bernard after the Frenchman lost his clutch, and Philippe Alliot gave energetic chase to finish ninth. It would have been a crucial result for Ligier, which would almost certainly fall into prequalifying after the British GP, had it not been for the Lolas ahead. Gerard Larrousse's cars thus seemed certain to push Guy's into that Friday morning hell.

Arrows lost Caffi to broken rear suspension but had Alboreto take tenth, while the event was a total

One left Paul Ricard also with the feeling that, maybe, the tide had finally begun to turn for Maranello,

disaster for Camel Team Lotus, which had arrived with high hopes after Donnelly's speed during the test held just after Monaco. Trying back-to-back tests with the old and new undertrays simply proved that the new was better, but both cars lacked grip all weekend, and both Warwick and Donnelly required two pit stops for tyres.

Pirelli, too, was in deep trouble with grip, and the irrepressible Alesi was its only runner to shine. He and Capelli came almost to a halt in turn one on one occasion as they clashed for eighth on lap 20, but the Tyrrell broke its differential on lap 24 to end the team's worst showing of the year. Minardi, Scuderia Italia and Brabham were also out of it, and one of the few happy small teams was AGS, for whom Dalmas at last race debuted the new JH25. A broken gear lever delayed him, but he racked up valuable miles on his way to 17th.

Quite possibly the French GP was a diversion, a momentary aberration for McLaren and a welcome boost for Ferrari, but one left Paul Ricard also with the feeling that, maybe, the tide had finally begun to turn for Maranello, not to mention Leyton House.

Bernard — happy hunting ground: Larrousse will be unhappy to leave home.



Professor and pupil.



Second behind his Ferrari team-mate Alain Prost in Mexico, Nigel Mansell came to the Paul Ricard circuit at Le Castellet hunting another good result to keep alive his challenge for the drivers' championship. Timothy Collings reports.

FROM THE COCKPIT

"NOT bad at all," was Nigel Mansell's instant verdict after claiming provisional pole on Friday. It was a description he repeated on Saturday when asked to describe the lap which put him at the head of a Grand Prix grid for the first time for nearly three years. "I don't think there is any such thing as a perfect lap," he said. "But I am happy if it was good enough to put me on pole."

It was Mansell's first pole since the Mexican Grand Prix of 1987 when he was driving for Williams-Honda. He said he was pleased for both himself and Ferrari.

It was the Italian team's 108th pole and lifted them one clear of Lotus with whom they had rested on 107 since the British Grand Prix of 1988.

"The team has worked very hard and since the Canadian Grand Prix we have shown we have got reliability. Now we are showing we have the speed with the interim (development V12) engine. We are feeling very good and optimistic."

"The only problems in qualifying have been with the wind conditions. On Friday, it was a tailwind down the Mistral Straight, but on Saturday it changed."

"And of course when you go through the long horseshoe after Signes the wind goes from a tailwind to a crosswind and the car moves all over the place. You have to hang on to get through it."

"But I must compliment the organisers here at Paul Ricard for the surface of the track. I don't think there is a single bump on it at all. It is very smooth all the way round."

Mansell, who had the company of all his family with him in the south of France, was full of praise for the performance of the development V12 Ferrari engine which the team used only during qualifying.

"It has better acceleration and response and pick-up but it has not yet been tested for a full race

distance so for the time being we shall only use it in qualifying."

"There is no real chance of it being used in the race here or at Silverstone."

Friday was the best day of the weekend for Mansell despite a painful battering of his elbows — only just healing after being skinned in Mexico — against the sides of the Ferrari cockpit.

Despite the blustering Mistral



New Ferrari V12 put Mansell ahead of the pack — but not for long enough!

wind, he was able to clock his pole time of 1:04.402. Afterwards, he said: "I am happy to be ahead of Ayrton because I don't think he held anything back. That means Ferrari must be in pretty good shape after all our hard work."

"This is a circuit where you have to go flat out through some of the corners and Signes is one of them. We do it about 200 miles per hour and that is when the wind makes a difference."

On Saturday, the wind had dropped, but the temperatures had risen and the track conditions were quite different from those on Friday. But Mansell was able to hang on to pole as no-one else could raise a serious challenge to his time.

"We have four cars this weekend for the first time this year and the team has done a fantastic job. They have worked so hard and I am delighted to claim my first pole for Ferrari."

"I think tyres will be the decisive

thing tomorrow (Sunday) and the choice of tyres will be crucial."

Race day was not a good one for Mansell. He started from pole, but lost the lead to Gerhard Berger's McLaren on the opening lap and, after two stops for tyre changes, had to retire eight laps from the end with smoke belching from the back of his engine.

"The engine was down on power all the way and was the worst

engine I have had from Ferrari for a race this season. It is very disappointing."

"I was pushing very hard and that obviously took its toll on the tyres. I stopped for a third set aiming to push as hard as I could in the later stages and get something from the race but in the end it was no good."

"On top of all that I was taken off for a dope test and it took an hour and three-quarters to give them what they wanted. I fully agree with dope testing but perhaps they could consider doing it another time than after the race."

"I sweat more than anybody and I probably lost about 10 lbs in the race. I drank more than four litres of water and eventually managed to provide the quantity of sample they needed . . . but it left me feeling really bloated."

"One way or another I was just glad to be heading home afterwards for my home race at Silverstone."

AT THE TRACKSIDE

Dream debut for development Ferrari V12 engine

The debut of Ferrari's modified V12 qualifying/development engine lived up to its pre-publicity with Nigel Mansell putting his machine on pole position at the French Grand Prix. Ferrari appeared with four cars — one spare each for Mansell and Prost fitted with the new engine — and Mansell said that situation would continue until they were satisfied with the new engine's reliability. The pole was Mansell's first since the Mexican Grand Prix in Mexico 1987.

Record-breaking weekend for Ferrari

The French Grand Prix was one for the record books as far as Ferrari and its drivers were concerned. With the victory Ferrari became the first team to reach the magical 100 figure. In qualifying Nigel Mansell had given the team a new record total of 108 pole positions. It broke the total they had shared with Lotus, who set their last pole position at San Marino in 1987 with Senna at the wheel. The win for Prost extended his Formula 1 victory total to a record 42.

Renault decision delayed

Renault announced at Paul Ricard that they would be delaying the decision on who would get their engines in 1991 until "the second half of the season". The French race had been a self-imposed deadline for an announcement by the French engine manufacturer in order to allow a new team (if there was to be one) to have time to incorporate the Renault unit into their 1991 plans. The choice as to who might share the engine with Williams is limited to French teams, AGS, ESPO Larrousse and Ligier for promotional reasons. It is said that the reason for the delay is to allow the anti-Ligier lobby to be able to exclude the Magny-Cours team from the short-list on the basis that they have fallen into pre-qualifying. Williams are



Renault: the guessing game goes on.

pushing for exclusive use of the engines to continue in 1991.

Eddie Jordan gets Ford engines

Ford announced their 1991 engine will power the Jordan Grand Prix car designed by Gary Anderson. Testing of the new combination is due to start in November. Before the ink was dry on that announcement, the Benetton team put out a statement to "clarify" certain points. Firstly that the exclusive Benetton Ford three year deal would be maintained and JGP would be BUYING the Ford engines from Cosworth Engineering and would not run on Ford electronics. Jordan's sponsorship is rumoured to be coming from Benetton, the clothing company, and a textile manufacturer in Japan. Jordan's driver shopping list includes Roberto Moreno.

Ford chose the same weekend to announce that their new V8 "Series IV" engine would make its debut at the British Grand Prix. The engine operates to 13,000 rpm and has a "substantial increase in power".

Subaru to quit Formula 1

Subaru's parent company, Fuji Heavy Industries, announced at

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Paul Ricard that they would be withdrawing their supply of engines from Coloni after the British Grand Prix and withdrawing from Formula 1. The reason stated was "different views between the two partners" (Subaru and Coloni).

Designer musical chairs

Williams announced that former Leyton House designer Adrian Newey would be joining them as senior engineer at the end of July with an initial brief to concentrate on aerodynamic research. Newey's place at Leyton House has been taken by talented Lola designer Chris Murphy. Tim Holloway, a former director and chief draughtsman at Leyton House has also left the team.

Former Onyx owner, Mike Earle, briefly joined Leyton House as a consultant but has now left. The team have denied speculation that they have had talks with former Benetton team manager, Peter Collins.

Another factor of the designers' musical chairs is Enrique Scalabrini's departure from Ferrari and the destination of Ferrari's former aerodynamicist Henri Durand, who is thought to be heading to Marlboro McLaren.

Senna announcement due at Silverstone?

Ayrton Senna said at Paul Ricard that he would be making the decision over his Formula 1 future at Silverstone on raceday. Although he is highly unlikely to move from Marlboro McLaren Senna holds the key to the usual round of musical chairs by the top drivers, which then allows everything else to fall into place. Nigel Mansell as yet is unsigned at Ferrari for 1991 and the other major key in the puzzle is Tyrrell's Jean Alesi. Speculation continues to evolve around a move to Williams despite his contract with the revived English team who have Honda power in 1991.

Compiled by Byron Young.

1990 FORMULA ONE GRAND PRIX RACE No. SEVEN

PAUL RICARD FRANCE

8 JULY 1990

Circuit length: 2.370 miles/3.813 km
Race distance: 80 laps (189.549 miles/305.040 km)

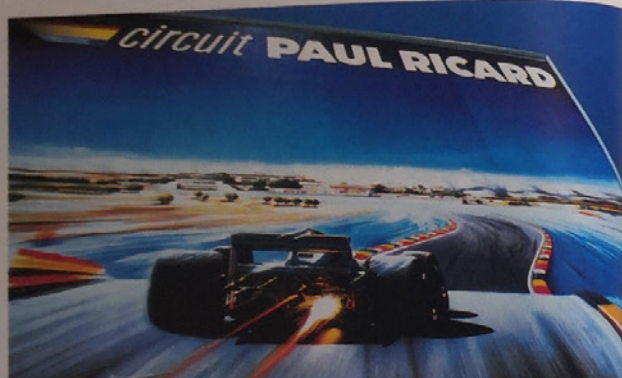


DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	35
2	Alain Prost	32
3	Gerhard Berger	25
4	Nelson Piquet	16
5	Jean Alesi	13
	Nigel Mansell	13
7	Thierry Boutsen	11
8	Riccardo Patrese	10
9	Alessandro Nannini	7
10	Ivan Capelli	6
11	Alex Caffi	2
	Stefano Modena	2
13	Eric Bernard	1
	Satoru Nakajima	1
	Derek Warwick	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	60
2	Ferrari	45
3	Benetton	23
4	Williams	21
5	Tyrrell	14
6	Leyton House	6
7	Arrows	2
8	Brabham	2
9	Larrousse	1
	Lotus	1



OFFICIAL STARTING GRID

Gerhard Berger McLaren-Honda MP4/5	1.04.512	28	2	Nigel Mansell Ferrari 641	1.04.402
Alain Prost Ferrari 641	1.04.781	1	27	Ayrton Senna McLaren-Honda MP4/5	1.04.549
Riccardo Patrese Williams-Renault FW13B	1.05.059	6	19	Alessandro Nannini Benetton-Ford B190	1.05.009
Thierry Boutsen Williams-Renault FW13B	1.05.446	5	16	Ivan Capelli Leyton House-Judd CG901	1.05.369
Mauricio Gugelmin Leyton House-Judd CG901	1.05.818	15	20	Nelson Piquet Benetton-Ford B190	1.05.640
Philippe Alliot Ligier-Ford JS33B	1.05.986	26	29	Eric Bernard Larrousse-Lamborghini 90	1.05.852
Aguri Suzuki Larrousse-Lamborghini 90	1.06.100	30	4	Jean Alesi Tyrrell-Ford 019	1.06.084
Derek Warwick Lotus-Lamborghini 102	1.06.624	11	3	Satoru Nakajima Tyrrell-Ford 019	1.06.563
Michele Alboreto Arrows-Ford A11	1.06.847	9	12	Martin Donnelly Lotus-Lamborghini 102	1.06.647
Stefano Modena Brabham-Judd BT59	1.06.937	8	25	Nicola Larini Ligier-Ford JS33B	1.06.856
Alex Caffi Arrows-Ford A11	1.07.207	10	22	Andrea De Cesaris Dallara-Ford BMS190	1.07.137
Emanuele Pirro Dallara-Ford BMS190	1.07.687	21	23	Pierluigi Martini Minardi-Ford M190	1.07.315
Yannick Dalmas AGS-Ford JH25	1.07.926	18	7	David Brabham Brabham-Judd BT59	1.07.733

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	A. Prost	1	Fra	Ferrari (G)	80	1:33.29.606
2	I. Capelli	16	Ita	Leyton House-Judd (G)	80	1:33.38.232
3	A. Senna	27	Bra	McLaren-Honda (G)	80	1:33.41.212
4	N. Piquet	20	Bra	Benetton-Ford (G)	80	1:34.10.813
5	G. Berger	28	Aut	McLaren-Honda (G)	80	1:34.11.825
6	R. Patrese	6	Ita	Williams-Renault (G)	80	1:34.38.957
7	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	79	
8	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	79	
9	P. Alliot	26	Fra	Ligier-Ford (G)	79	
10	M. Alboreto	9	Ita	Arrows-Ford (G)	79	
11	D. Warwick	11	GB	Lotus-Lamborghini (G)	79	
12	M. Donnelly	12	GB	Lotus-Lamborghini (G)	79	
13	S. Modena	8	Ita	Brabham-Judd (P)	78	
14	N. Larini	25	Ita	Ligier-Ford (G)	78	
15	D. Brabham	7	Aus	Brabham-Judd (P)	77	
16	A. Nannini	19	Ita	Benetton-Ford (G)	75	
17	Y. Dalmas	18	Ita	AGS-Ford (G)	75	
18	N. Mansell	2	GB	Ferrari (G)	72	
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	63	Transmission
R	M. Gugelmin	15	Bra	Leyton House-Judd (G)	58	Engine
R	P. Martini	23	Ita	Minardi-Ford (G)	40	Electrical
R	J. Alesi	4	Fra	Tyrrell-Ford (P)	23	Transmission
R	A. Caffi	10	Ita	Arrows-Ford (G)	22	Rear suspension
R	T. Boutsen	5	Bel	Williams-Renault (G)	8	Engine
R	E. Pirro	21	Ita	Dallara-Ford (P)	7	Brake disc broke
R	A. De Cesaris	22	Ita	Dallara-Ford (P)		Excluded from 15th place for being underweight



Fastest Lap: N. Mansell (2) Lap 64
1.08.012, 125.415 mph/201.829 km/h
(G) = Goodyear tyres, (P) = Pirelli tyres

FASTEST LAPS

1. 1.08.212	25. 1.10.374
16. 1.08.373	7. 1.11.110
27. 1.08.573	19. 1.08.214
20. 1.09.135	18. 1.09.877
28. 1.09.206	2. 1.08.012
6. 1.08.922	3. 1.08.916
30. 1.09.720	15. 1.08.983
29. 1.09.895	23. 1.11.406
26. 1.09.752	4. 1.10.265
9. 1.09.314	10. 1.11.242
11. 1.08.882	5. 1.10.837
12. 1.08.023	21. 1.12.275
8. 1.09.934	

- Ferrari become the first team to win 100 World Championship Grands Prix.
- Mansell's pole position — his first since Mexico 1987 — also takes Ferrari to a record of 108 poles, one ahead of Lotus.
- Prost's victory was his 42nd in 160 Grands Prix.
- Best result of Ivan Capelli's career, matching his second place in Portugal in 1988.
- Next round: Gt Britain, Silverstone, July 15th.

NON QUALIFIERS

No.	Name	Car	Time
24	P. Barilla	Minardi-Ford	1.08.008
17	G. Tarquini	AGS-Ford	1.08.147
35	G. Folak	Onyx-Ford	1.08.232
36	J. Lehto	Onyx-Ford	1.08.487

- Paolo Barilla's Minardi had problems with grip.
- The two Onyx drivers also had problems with grip together with lack of testing at the Paul Ricard circuit.

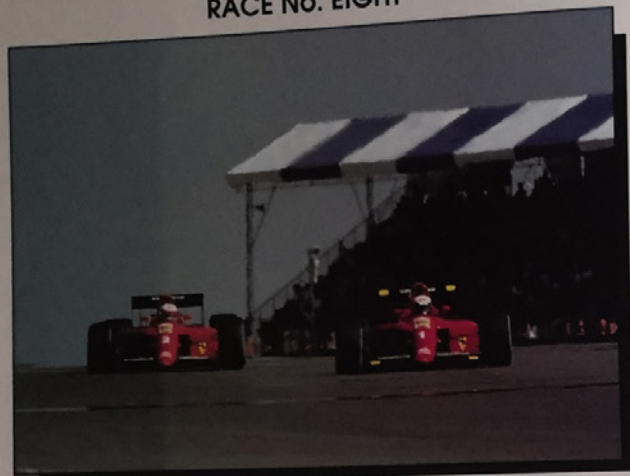
PREQUALIFYING

No.	Name	Car	Time
29	E. Bernard	Larrousse-Lamborghini	1.05.165
30	A. Suzuki	Larrousse-Lamborghini	1.06.505
17	G. Tarquini	AGS-Ford	1.07.232
18	Y. Dalmas	AGS-Ford	1.08.151
14	O. Grouillard	Osella-Ford	1.09.885
33	R. Moreno	EuroBrun-Judd	1.10.368
34	C. Langes	EuroBrun-Judd	1.10.368
31	B. Gachot	Coloni-Subaru	1.10.368

- Roberto Moreno had almost no wing and spun three times.
- Olivier Grouillard had set-up problems as well as trouble with his Pirelli tyres.
- Bertrand Gachot commented: 'I did one lap then a hole appeared in the side of the engine'.
- The Life team did not arrive in Le Castellet, and no explanation was given for their non-arrival.



1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE No. EIGHT



A tale of two quickies: one took pole and fastest lap — and quit; one started fifth, won, and is on course for his fourth world crown.

GREAT BRITAIN

JULY 15 1990

David Tremayne

THERE have been many emotional weekends in Nigel Mansell's career, from the intoxicating success of Brands Hatch 1985 when he won his first Grand Prix, to the agonies of Adelaide 1986 and Suzuka 1987, when he touched the hem of the World Championship, only to have his fingers stamped on. Yet few, possibly not even those, ran him through such a gamut of feelings as Silverstone 1990. History will not remember it as his fourth great victory on home soil, for Fate was not in a benevolent mood, but as the meeting in which he announced his intention to retire from motor racing.

The Briton came to his home track in desperate need for a win. He had been under pressure from the moment when Alain Prost joined Ferrari, from the instant that the Italian team's management prevailed upon

him to drop his unquestioned number one status and to relinquish his exclusive call on a spare car. When Prost won his second race for the team, just as he himself had won his first, it threw enormous pressure on to the other driver. Last year had been Gerhard Berger's turn for typical Ferrari "punishment"; this time it was Nigel's.

Quite possibly, it was a storm he might successfully have weathered in another environment, where language presented little handicap and the polemics weren't quite so complicated. But this was Ferrari, and even Ferrari 1990 style is still Machiavellian.

When Prost won in Mexico, his own heady drive to second was sufficient to erase some of the bad feeling within the team about his pronounced dislike of testing, as indeed did his performance in setting fastest time in trials for the

British race. But his outburst after the French GP, in which he accused Ferrari of supplying indifferent equipment, was hardly calculated to enhance his position.

When he stormed from the circuit after Silverstone's first official session, muttering darkly about differences in straightline speeds between his Ferrari and Prost's, the

**He drove that Ferrari
on the very edge**

situation declined rapidly. The Fleet Street press, with column inches to fill, were aghast when he left with barely a word. Mansell in turn was aghast when he saw how they had reacted in their Saturday stories. Relations, so good in recent years, were decidedly strained.



Riccardo reached a magical milestone — but the balloon went up on Sunday.

In typical style, he then reeled off a sensational lap that afternoon to earn the 14th pole position of his career. Suddenly, he was again the hero as he drove that Ferrari on the very edge, yet drove it with a smoothness that was uncanny. At no time was he ever near the run-off at Stowe, nor did it twitch alarmingly like the ragged McLarens.

It was, as he revealed, a very special lap. And it led to reconciliation, with the press and with Fer-

rari. "I can only stress that things were very, very difficult, and I probably over-reacted," he admitted. "But this is my home Grand Prix, and I must admit that I'm feeling very emotional. I owe the lap to the engine behind me."

He had the press eating out of his hand, and we loved it. The next time he would address us *en masse*, he would be announcing that retirement.

He topped the Sunday morning

warm-up, despite the near intervention of a very fast Nelson Piquet in a Benetton B190 equipped for the first time with the latest Series IV version of Ford's HB V8, and Prost's presence just ahead of the two McLarens. And though he had to play second fiddle to a hard-pushing Senna in the opening 11 laps — one passing manoeuvre at Bridge lasted barely a corner before he ran wide on lap nine and the Brazilian was able to repass — it

What are Larrousse doing with Lamborghini V12s that Lotus can't?



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BRITAIN

was obvious within minutes of the start that this could be his race. In England the red cars had McLaren on the run, making up for 1988 when they flattered in qualifying only to deceive on raceday. By lap 12 his challenge was irresistible as he swept ahead at Bridge, and on lap 14 came the incredible sight of Senna spinning on the exit of Copse.

"The left rear had got very bad by then," said Ayrton, "and I pushed a fraction too hard, got over the kerb, and lost it. I was very lucky to get away with it."

The partisan crowd loved it, cheering the spin, flicking vee signs at Senna when he reappeared in fifth place behind Mansell, Berger, Boutsen and Prost. There were more Ferrari flags than anywhere but Monza. Close your eyes and you could have been forgiven for thinking you were actually in Italy.

He made a symbolic gesture by throwing balacava and gloves to the crowd

The race was always going to be about set-up, about high-speed balance, and the preservation of tyres in reasonable ambient temperatures. In such conditions Prost is the acknowledged master. On lap 31 he disposed of Berger, having passed Boutsen's ill-handling, tyre-blistered FW13B on lap 16, and inexorably he closed. Mansell won respites, but they were ultimately to no avail. On lap 43, as they sped down to Stowe and came up behind Alex Caffi's strongly driven Arrows, Prost had the slipstream momentum and slipped by into the lead. It would bring him win 43 as he reeled off the remaining laps, and in his wake Mansell began to struggle more and more. "From lap 10 it was changing gear automatically, downshifting from seventh to



Whichever way you look at it, Piquet's — and the new Ford engine's — was a stunning show.

fourth when it felt like it." A loose exhaust collector was creating a vibration which sent spurious signals to the gearbox's electronics, and by lap 56 it was finally over. As he pulled off at the infield at Copse, the imminent and unexpected announcement of his retirement uppermost in his mind, he made a symbolic gesture by throwing balacava and gloves to the crowd.

If his demise took the edge off Ferrari's success, it was not Berger's McLaren which would benefit in the long run. Like Senna, Gerhard was struggling throughout. All of the main Goodyear runners bar the Benettons had opted for harder B compounds, but where the Ferraris coped admirably with them the

McLarens didn't. Back in tenth place by lap 25, after a stop for more, Senna looked anything but his usual dominant self, but the day was to go well for him none the less.

As usual, it didn't go well for Ivan Capelli. After a hesitant start, qualifying reaped tenth on the grid, but come the race Leyton House got over the disappointment of having Gugelmin retire even before the start with a sheared mechanical fuel pump drive when it saw how superbly Capelli's CG901 sped round the high-speed curves. It was the fastest thing in the place. After avoiding a lap 16 melee at Bridge between Patrese, in his 200th GP start, and Nannini, by the simple

expedient of spinning in sympathy, Ivan charged right up to third place, ahead of Berger, by lap 44. In fact, he was certainly catching Mansell too, before a broken fuel pipe finally dashed his challenge.

Senna, meanwhile, had fought past the very well driven Lolas of Suzuki and Bernard (which would change places when the Japanese picked up a right rear puncture with nine laps to go), and then ran down Piquet for fifth. The elder Brazilian had stalled on the dummy grid and thus started from the back, but revelled in the power of the new version of the Ford V8 and was looking good for what would have

been third place when he spun at Bridge. Laps later loose rear bodywork tore off, and on the last tour Bernard grabbed the opportunity to pass. By then, Senna had long passed the troubled Boutsen, and the unlucky Berger had also gone, with sudden throttle mechanism failure. Twice now, Senna's championship luck has held, and again he was grateful to accept another lucky third place after a race which reminded him what it's like down in the upper midfield.

Larrousse would have escaped prequalifying anyway, thanks to Bernard's sixth at Monaco, but fourth and sixth places filled

Gerard's cup, and Suzuki was delighted with his first championship point despite his late misfortune.

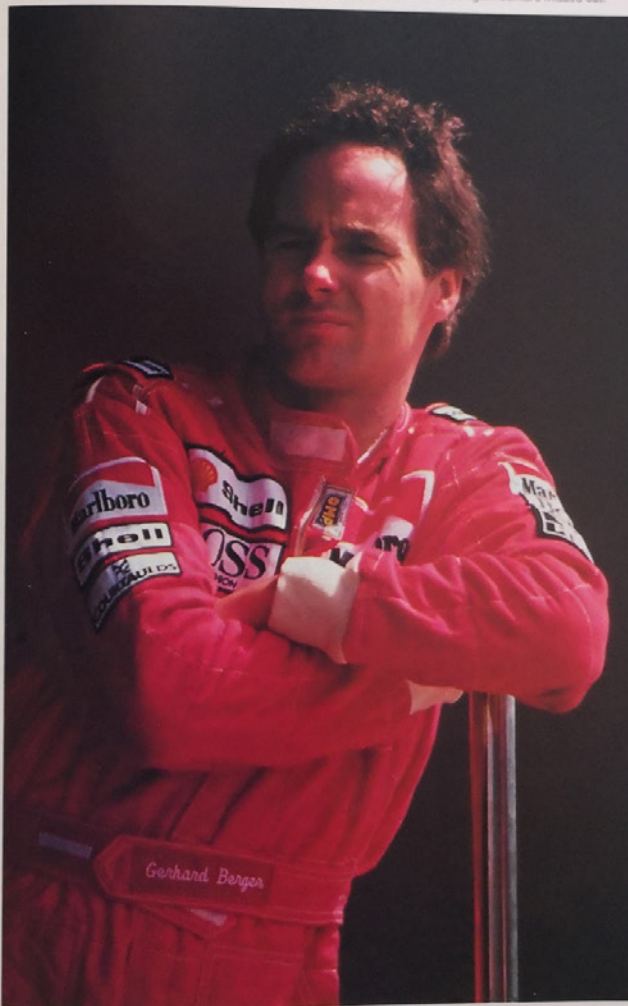
The rest had lousy days. Alesi was brilliant in qualifying in the Pirelli-shod Tyrrell, and ran as high as sixth in the opening stages. But his speed took its toll on his rubber and he was in for replacement after only nine laps. After another 16 he needed another set, and by the end of the day could count himself fortunate to finish as high as eighth, behind Caffi, after a head-down drive.

Lotus came to Silverstone with a stiffer set-up, but the high-speed nature of its corners ultimately favoured something a little softer. Both Donnelly and Warwick struggled all weekend, but even then they might have just scraped into the much needed points, were it not for twin engine failures within a lap of one another towards the end.

Brabham had a torrid weekend, with a puncture spinning David Brabham off on Saturday morning and ultimately costing him the set-up time that would have qualified him, while Modena lost his BT59 at Stowe and hit the wall hard. The Italian raced with an older specification car, survived one spin, and counted himself fortunate to collect ninth ahead of Larini's tricky Ligier. As De Cesaris retired with gearbox trouble and Pierluigi Martini with alternator failure, Pirro was left to indulge in a frantic scrap with Gabriele Tarquini's AGS. The pleasant Italian was delighted to qualify for his first race since Ricard 1989, but his efforts were finally thwarted when his JH25's engine dropped a valve. Both Nakajima and Alboreto ran quite well at stages, but each succumbed to electrical failure, and Philippe Alliot, after two big spins in free practice, struggled home as the last runner in a Ligier that looked and sounded awful.

Mansell's retirement caught everyone on the hop, not least of all Ferrari, and suddenly threw the whole subject of 1991 drives wide open again, and it was a stunned crowd which filed quietly home in the aftermath of the third extraordinary Grand Prix in a row. Prost's Ricard assertion that Ferrari could now win anywhere had been proved correct as his first ever F1 hat-trick took him to the top of the Drivers' Championship. For Senna and McLaren, now deposed as the pacesetters, Hockenheim, a true power circuit if ever there was one, couldn't come soon enough.

Forgotten man: Ferrari grabbed the headlines, Senna stole four points — and once again Gerhard missed out.



Richard M. Hargrave

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. EIGHT

BRITAIN

"FIRST of all, I have to say I like Silverstone the way it is — fast and safe but with no bumps," said Ivan on Thursday after arriving in the Silverstone paddock. "It is a great circuit and I shall be sad to see it change. For me, it will be a shame."

"It is the fastest Grand Prix circuit on the calendar and to lose that status is not a good thing in my opinion. The changes may be a



(Aligner/Pascal Bondeau)

good thing in some ways, but not in others. This is a great circuit to drive on and it really suits our cars.

"It has fast corners and is very smooth. We have always done well here and I had a good feeling about it before this weekend's race. I am looking forward to it."

By British tea-time the following day, his opinions may have changed marginally, but he did not blame the track. It was a hot, dry day with a blazing sun, near perfect conditions, but Ivan was unable to make the most of them in his Leyton House Judd and finished up 16th on the provisional grid with a time of 1:10.691.

"I didn't have a particularly good day today," he confessed. "Our car is bouncing too much and at the moment we can't get the same balance of downforce as we had at Ricard last week."

Ivan Capelli came to the British Grand Prix full of confidence after finishing second in France and bursting with optimism about a run on the 'old' Silverstone circuit for the last time. Timothy Collings reports

"Hopefully, we'll be able to work it out in the practice session tomorrow morning so I can put in a better performance in the final qualifying session."

Unfortunately for Ivan, Saturday morning was not much better than Friday afternoon. As he had during the French Grand Prix, he ended up

"We're going in the right direction."

blowing an engine which forced him to switch into his T-car for the final half hour of the morning session. He stayed with it in the afternoon.

Luckily, however, the T-car produced the sort of balance he had been seeking. "I got two good clear laps on qualifiers this afternoon and

the car is handling much better than yesterday which you can see by my times," he said.

"It is still not producing the right downforce like it was in France, but we're going in the right direction."

The improvement allowed Ivan to improve his best time by almost 1.4 seconds and he qualified 10th on the grid with a time of 1:09.308.

Sunday arrived foggy and cooler, but soon cleared and by the start of the race it was hot and humid again. Ivan drove an inspired race from 10th on the grid, climbing to fourth by lap 33 and into third past Gerhard Berger's McLaren on lap 44.

He was the fastest man on the track on lap 20, set the fastest time again on lap 35 and improved his speed on the following two laps before his engine died on lap 49.

"I had a pretty good start," he said. "But then I got in a spin with Riccardo Patrese and Alessandro Nannini. It was quite funny. I came up behind them at the chicane and there was Patrese, Nannini and myself — on the 16th lap — and in the end all three of us ended up spinning."

"Nannini crashed into the back of Patrese and then I came up behind and got tangled up in it too. The car and the engine were brilliant though and we should have finished but there was a problem."

"I think the exhaust had gone earlier and then the fuel pump, I think, so I had no more fuel pressure and that was the end of that. The chassis though was brilliant."

"When we brought the car back we discovered that a cracked fuel rail had caused the problem. But I enjoyed the race. It was a great race to drive and I think it would have been really good if I had finished."

"I never thought I would win and I was surprised to do so well really. Now I am just hoping to go so well in the next Grand Prix in Hockenheim. And to see the chequered flag at the end. That is the most important thing in Formula One."

AT THE TRACKSIDE

Engine compartment

At Silverstone Ford introduced their Series IV HB engine. Nelson Piquet, second-fastest in warm-up and fifth in the race itself despite starting from the back of the field, gave ample proof that Benetton's new power unit has a "substantial" increase in output. The engine, designed to run at 13,000 rpm, features redesigned pistons, cylinder heads and valve gear, while there are also new programs for the Ford EEC IV electronic management and fuel systems. Renault too tried an "evolution" V10 engine on the Saturday morning; Riccardo Patrese declined to use it again, but teammate Thierry Boutsen advanced to fourth on the grid with the new unit in final qualifying. Elsewhere, Coloni will be using Ford engines for the rest of the season as Subaru have ended their association with the Italian team.

Red letter days galore

British Grand Prix week saw several notable diary entries: the Friday of race weekend was Thierry Boutsen's birthday, the Belgian's wife Patricia having given birth to their first son, Kevin on Monday, July 9. Thierry's team-mate Riccardo Patrese also chalked up his 200th GP start, which means the Italian has participated in 40% of the races in World Championship history.

Only the names change...

As well as a new engine, Benetton were able to announce a major new sponsor at Silverstone. *The European* newspaper is paying \$1 million for space on the front wing and its end plates. Monteverdi Onyx, meanwhile, was having its last race from its UK headquarters prior to transferring operations to Basle, Switzerland. The team has been renamed Monteverdi Formula One.

Man of the weekend

For the second week in a row, and the 14th time of his career, Nigel Mansell claimed pole position. Mansell went on to be quickest in



Birthday boy — and the Monday of race week was the day of Boutsen's boy's birth.

Sunday warm-up and to lead the race after a thrilling battle with first Ayrton Senna and then Gerhard Berger, until gearbox problems again halted his charge to the line.

For Mansell followers, however, the big news of the weekend was his decision, announced after the race, to retire from Formula One. "I have been doing a lot of thinking these past few months," he explained, "and I can assure you this is not an emotional response to today's activities. 'I am looking forward to racing 100 per cent to the end of the year. If I can help Alain win the Championship I will, and if I can win some races myself before the end of the year, great.' Mansell, who made his F1 debut in Austria in 1980, said he was looking forward to putting his family first for the first time in his life. He then held out what seemed like the possibility of a racing return by saying he was taking "a year off, a sabbatical" during which he might become "a bit of a businessman". Mansell, on 15 GP victories when he made his announcement, needs another two before the end of the season to pass Stirling Moss and become the most successful English driver, in terms of career victories, in World Championship history.

Wait for the avalanche

Mansell's announcement was the trigger for rumours and counter-rumours of driver transfers for 1991.

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. EIGHT

BRITAIN

Senna, still officially unsigned at McLaren, was unlikely to team up with Prost again after the acrimony of 1989, leaving Jean Alesi as one of the favourites to form an all-French pairing at Maranello. Speculation also centred on the two young lions of Italian F1, Nicola Larini and Alex Caffi, while an outsider in the race for one of Grand Prix racing's most coveted seats was the daddy of them all — 200-race veteran Riccardo Patrese, who was second on the list last year if Prost had not concluded a Ferrari deal.

Senna — where next?

Ayrton Senna did little to quell the mystery over his future which appeared to swamp the Silverstone paddock during the Foster's British Grand Prix weekend. Asked about his position in relation to the negotiations he has been conducting with various teams over his future, he remained as enigmatic as ever. "It is down to the other people," he said. "I have done all I can and made my position and my conditions clear. Now they must decide what happens next." The popular feeling was that McLaren remained in front in the bidding, but it had to be noted that Senna was seen talking to Ferrari team-manager Cesare Fiorio in the Marlboro motor home within hours of the finish of the race.

Rise and shine

The poor Gitanes Ligier team has to face the horrors of pre-qualifying for the second half of the season. Who has to pre-qualify is determined in the middle and the end of each season. The top 13 teams (26 cars) which have scored the most points in the previous 16 races escape the ordeal. Ligier failed to score the one point in Britain which it needed to edge out Dallara. So, beginning with the German GP, the ESPO Larrousse team can sleep an extra hour or two on Friday mornings.

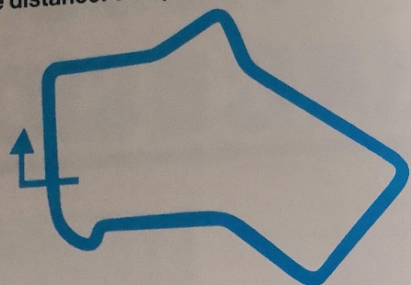
Compiled by Timothy Collings, Dan Knutson and Byron Young.

1990 FORMULA ONE GRAND PRIX RACE No. EIGHT

SILVERSTONE BRITAIN

15 JULY 1990

Circuit length: 2.969 miles/4.778 km
Race distance: 64 laps (190.080 miles/305.896 km)



DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Alain Prost	41
2	Ayrton Senna	39
3	Gerhard Berger	25
4	Nelson Piquet	18
5	Thierry Boutsen	17
6	Jean Alesi	13
	Nigel Mansell	13
8	Riccardo Patrese	10
9	Alessandro Nannini	7
10	Ivan Capelli	6
11	Eric Bernard	4
12	Alex Caffi	2
	Stefano Modena	2
14	Satoru Nakajima	1
	Aguri Suzuki	1
	Derek Warwick	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

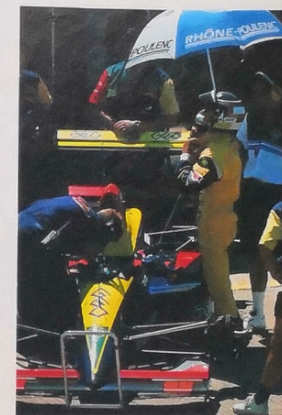
Pos.	Team	Total
1	McLaren	64
2	Ferrari	54
3	Williams	27
4	Benetton	25
5	Tyrrell	14
6	Leyton House	6
7	Larrousse	5
8	Arrows	2
	Brabham	2
10	Lotus	1

OFFICIAL STARTING GRID

Ayrton Senna McLaren-Honda MP4/5	1.08.071	27	2	Nigel Mansell Ferrari 641	1.07.428
Thierry Boutsen Williams-Renault FW13B	1.08.291	5	28	Gerhard Berger McLaren-Honda MP4/5	1.08.246
Jean Alesi Tyrrell-Ford 019	1.08.370	4	1	Alain Prost Ferrari 641	1.08.336
Eric Bernard Larrousse-Lamborghini 90	1.09.003	29	6	Riccardo Patrese Williams-Renault FW13B	1.08.677
Ivan Capelli Leyton House-Judd CG901	1.09.308	16	30	Aguri Suzuki Larrousse-Lamborghini 90	1.09.243
Satoru Nakajima Tyrrell-Ford 019	1.09.608	3	20	Nelson Piquet Benetton-Ford B190	1.09.407
Martin Donnelly Lotus-Lamborghini 102	1.09.741	12	19	Alessandro Nannini Benetton-Ford B190	1.09.641
Derek Warwick Lotus-Lamborghini 102	1.10.092	11	15	Mauricio Gugelmin Leyton House-Judd CG901	1.10.044
Pierluigi Martini Minardi-Ford M190	1.10.303	23	10	Alex Caffi Arrows-Ford A11	1.10.110
Stefano Modena Brabham-Judd BT59	1.11.070	8	21	Emanuele Pirro Dallara-Ford BMS190	1.10.847
Philippe Alliot Ligier-Ford JS338	1.11.215	26	25	Nicola Larini Ligier-Ford JS338	1.11.180
Paolo Barilla Minardi-Ford M190	1.11.387	24	22	Andrea De Cesaris Dallara-Ford BMS190	1.11.234
Gabriele Tarquini AGS-Ford JH25	1.11.681	17	9	Michele Alboreto Arrows-Ford A11	1.11.562

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	A. Prost	1	Fra	Ferrari (G)	64	1:18.30.999
2	T. Boutsen	5	Bel	Williams-Renault (G)	64	1:19.10.091
3	A. Senna	27	Bra	McLaren-Honda (G)	64	1:19.14.087
4	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	64	1:19.46.301
5	N. Piquet	20	Bra	Benetton-Ford (G)	64	1:19.55.002
6	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	63	
7	A. Caffi	10	Ita	Arrows-Ford (G)	63	
8	J. Alesi	4	Fra	Tyrrell-Ford (P)	62	
9	S. Modena	8	Ita	Brabham-Judd (P)	62	
10	N. Larini	25	Ita	Ligier-Ford (G)	62	
11	E. Pirro	21	Ita	Dallara-Ford (P)	62	
12	P. Barilla	24	Ita	Minardi-Ford (P)	62	
13	P. Alliot	26	Fra	Ligier-Ford (G)	61	
14	G. Berger	28	Aut	McLaren-Honda (G)	60	
R	N. Mansell	2	GB	Ferrari (G)	55	Gearbox
R	I. Capelli	16	Ita	Leyton House-Judd (G)	48	Cracked fuel pipe
R	M. Donnelly	12	GB	Lotus-Lamborghini (G)	48	Engine
R	D. Warwick	11	GB	Lotus-Lamborghini (G)	46	Engine
R	G. Tarquini	17	Ita	AGS-Ford (G)	41	Valve
R	M. Alboreto	9	Ita	Arrows-Ford (G)	37	Engine
R	R. Patrese	6	Ita	Williams-Renault (G)	26	Undertray
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	20	Electrics
R	A. Nannini	19	Ita	Benetton-Ford (G)	15	Hit Patrese and stalled
R	A. De Cesaris	22	Ita	Dallara-Ford (P)	12	Gearbox
R	P. Martini	23	Ita	Minardi-Ford (P)	3	Alternator
R	M. Gugelmin	16	Bra	Leyton House-Judd (G)	0	Fuel pump drive



Aguri Suzuki's best ever — sixth place.

Fastest Lap: N. Mansell (2) Lap 51
1.11.291, 149.977 mph/241.358 km/h
(G) = Goodyear tyres (P) = Pirelli tyres

FASTEST LAPS

1. 1.11.526	28. 1.12.393
5. 1.12.879	2. 1.11.291
27. 1.12.250	16. 1.11.712
29. 1.13.088	12. 1.13.204
20. 1.12.723	11. 1.14.416
30. 1.12.227	17. 1.15.889
10. 1.13.573	9. 1.13.932
4. 1.12.639	6. 1.14.130
8. 1.13.338	3. 1.15.192
25. 1.14.953	19. 1.13.405
21. 1.13.731	22. 1.16.039
24. 1.15.607	23. 1.17.827
26. 1.14.848	

- 43rd victory of Alain Prost's career.
- Riccardo Patrese extends his own unrivalled record to 200 Grand Prix starts.
- Nigel Mansell takes the 14th pole position of his career but after retiring from the race announces his retirement from Formula One at the end of the season.
- First time since Ayrton Senna joined McLaren that he has gone three races without starting from pole position.
- First World Championship point for Aguri Suzuki.
- Next round: Germany, Hockenheim, July 29th.

NON QUALIFIERS

No.	Name	Car	Time
14	O. Grouillard	Osella-Ford	1.11.710
7	D. Brabham	Brabham-Judd	1.11.741
36	J. Lehto	Onyx-Ford	1.12.631
35	G. Foltek	Onyx-Ford	1.13.271

● Both Onyxes complained of lack of testing. JJ Lehto's difficulties being increased by a puncture.

● David Brabham's suspension broke early on Saturday and the Australian managed just six laps in final qualifying as the team struggled to catch up.

Mansell threw down the gauntlet... then took the gloves off for the last time.



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STRAIGHT LINES

THE DEREK WARWICK COLUMN

This time last year I was having a hell of a time in the Arrows car. It was Germany, Hungary and then Belgium just like this year. In the German Grand Prix I had lost first my clutch and then as I neared the end of the race my instruments went as well! The car was as strong as a horse and I picked up a single point. It was a point well earned because I had started from 17th place. Coming to think about it this was the best spell of my year last season apart from when I notched up a couple of fifth places right at the start. First there were the problems of France and the accident, then the ninth place in France, 10th in Hungary and then dipping into the points again in sixth place in Belgium. I didn't see the points again after that until we got to Japan.

I've never liked Hockenheim much. It would be nice to have something more challenging rather than just the chicanes right in the middle of the straight to force you to jump on the brakes. The other alternative was to ride the kerbs and that is painful... much quicker, but painful. Didn't Alboreto bust a rib that way? Hungary and Spa are so much nicer and I always look forward to them both. Spa is quick and really challenging as you are moving very, very quickly and the backdrop of the Ardennes is something that has to be seen to be appreciated. The Hungaroring, just outside Budapest, is beautiful — a real driver's circuit. The circuit is challenging and really precise. You have to stay exactly on the line, and on the rubber, for a good lap because off the line the circuit is very treacherous. In qualifying you have to avoid the dust. In the race you cannot avoid it and it is all part of the spice that goes to making up this race. It is funny things

should be like that because the circuits are so different you would assume that I would either do well on all circuits, or one type or the other — but the results we got last year came in an indiscriminate pattern, seemingly irrelevant to the type of track we were on.

The two major things I have to tell you about are Montreal and my finish in the points and afterwards my visit to see Eddie Cheever in Detroit. Like Hungary, Montreal is a very slippery circuit and it has lots of memories for me. Some are good: like leading last year's race. Some are bad: like breaking down while leading last year's race or travelling backwards at 120mph and making a short visit to the local hospital. In any case we found ourselves — Martin and I — sharing the sixth row. I was 11th just one tenth to the better. Saturday, just as it had threatened to do, it rained. The qualifying was washed out and the grid

order was decided so we went wet race testing. Guess where yours truly was? Fourth fastest. I love the wet and found a good set up for the rain, should it come on the Sunday. We knew what we had for the dry and for the wet so I didn't even bother to go out on the track for the afternoon session. What was the point? We had the speed and I was only risking damaging the car without learning anything significant.

I made a good start to the race and was up to seventh by lap 10. Another 10 laps later I was fifth and in the points. The car felt great at first but then started to deteriorate for some reason. Around half way through the race I went down two places and only Patrese had gone past me. I was confused! Had I missed being overtaken? I found out afterwards that Berger was right at the front and working out a minute penalty for jumping the start. So I was back out of the points again. It went on like that for another 10-15

Like the new logo?



laps and then Patrese retired and put me sixth and basically that is how we went to the finish line. I was sixth and had picked up my first Canadian Grand Prix points. It was a good result for us and showed how far Camel Lotus had come since the start of the year.

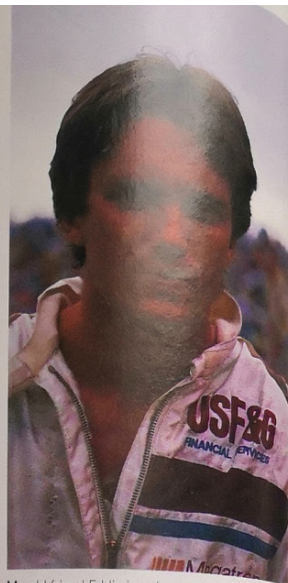
After Montreal I stayed in the city for a couple of days to do various bits of public relations stuff for Camel. The are really hot on that and have an

"... unless you make a conscious effort to keep in touch with friends, your entire private life ends up as a kind of side event..."

upbeat image and it is good to have that feeling, as I've said before, of belonging to an organisation that you know is behind you and has an interest and a commitment to succeed. After that I went down to Detroit to see Eddie Cheever. Eddie was my team-mate at USF&G Arrows last year and decided to move over to Indycar racing in the States. It is something that he has looked at in the past and

with his American roots - he was in Phoenix, Arizona, and his father has strong connections there - it was a natural move to make. I spent four days wandering around at the race in Detroit where he was competing. It was a strange feeling being around a race like that an not actually having an active role - not actually racing in the cars. They use the same circuit we used to around the old 'Ren Cen', the giant hotel and business complex called the Renaissance Centre. The trip served a double purpose. First I wanted to see my friend Eddie. You spend so much time rushing from race to race in this business that unless you make a conscious effort to keep in touch with friends, your entire private life ends up as a kind of side event, which isn't right with a family like mine.

The second reason was to have another look at America's answer to Formula One, Indycars. Some time back I went to Milwaukee and I wasn't impressed with it then. This time I got a much more positive feeling. That was good because I am sure one day I will race in the States. It helped broaden my mind too. I saw Penske, the US equivalent to the McLaren team in Formula One. Penske really have got the jump on everybody else! Eddie did a good job. He qualified fifth and



My old friend Eddie is going well back home

finished third, which was a job well done because his car didn't seem as good as the leading Lolas. Seeing the sport at first hand made me realise that you cannot make a comparison between Indycars and Formula One because they are much heavier, have



I'm a doer, not a watcher

steel disc brakes and narrower tyres. One thing I was reminded of quickly was that I'm a 'doer' not a 'watcher'. After one day I had had enough and wanted to be in a car and racing.

So it was good to get back on the trail when I went straight on to Mexico. Mexico is vastly different to Canada: you just cannot compare the two. First of all you have the altitude to contend with - 7,300 feet of it - which reduces engine power by almost 20 per cent and a similar amount in downforce making the cars feel skittish. Then there is the abrasive track but most of all (besides the food) there is the ultrafast Peralta Bend. It really sorts out the men from the boys. Fortunately this year it had been tarmaced and was a lot smoother - that just left the other two miles to be done for next year!

In the first qualifying session we were just outside the top 10 and in final qualifying Martin and I wound up sharing the sixth row just as we had in Canada. I wasted a set of tyres on Friday but got things together and put in a very quick lap which bumped me right up the field. In fact I was in the top 10 until everybody went that much quicker right towards the end of the session. Mexico is a hot place

and that final day the temperatures were way higher than they had been the day before. At the start almost everybody was reluctant to go out because there was no point. Slowly a few cars went out and then in the final 10 minutes or so a cold wind swept across the track. It was like night and day to the performance of the cars.

Martin could be proud of his strong finish in Mexico



(Alonso's grandfather)

The track temperature dropped and the ambient air temperature went down and it was just the right time to be out and circling. The majority of the front runners picked up their pace and I ended in 11th spot. It wasn't bad but I would have liked to have been higher.

Still I had to be philosophical, sitting right behind me on the track was a certain gentleman by the name of Alain Prost. Nigel (Mansell) was up in fourth place but all his Ferrari team-mate could manage was 13th! He apparently hadn't been able to make his tyres work. In front of him I was looking forward to a long hard race. The comparisons I can draw on performance are, as always, with my team-mate Martin, and after that with the Larrousse cars, powered by the same Lamborghini engine as we have at Camel Lotus. On that score I had nothing to worry about. Aguri Suzuki was back in 19th place and the other Larrousse driver, Eric Bernard, was way, way, back on the last row of the grid in 25th place.

We reckoned we might be able to get a good result here with some luck and reliability from car and engine. We certainly got that although my engine was low on revs on the straight - and that can be a big handicap when the track has got the longest straight in motor racing (almost a kilometre). Towards the end I lost grip on the rear so that slowed things even more. In the end it was a 10th place for me and this race is a really long way to go for 10th I can tell you. Martin did well to finish eighth and we both finished so the reliability is there and the power is coming along too. I just keep my fingers crossed for the next few races.

PE

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"Given the choice, I'd rather hold the record for victories or World Championships. But those 200 Grands Prix represent 14 years in F1 - 14 seasons in which team managers have shown faith in me. I started in F1 in 1977, at 22. I've never been without a drive, never failed to qualify."

"Why shouldn't I make it 250? I don't feel like a Formula One veteran yet. I'm simply the most experienced man in the field, and that's not at all the same thing."

Riccardo Patrese: 200 not Out!

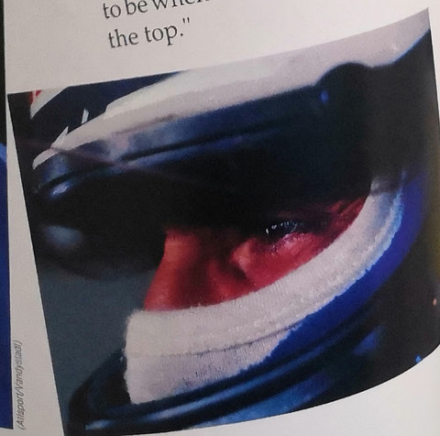
Prix Editions pays tribute to the Italian with 200 Grands Prix to his credit - a man who, in 1990, has become a race winner once more.

"Until 1984 F1 governed my whole life. Some people are happy when the sun shines, sad when it rains. I was like that: a smile on my face after a good race, in a black mood after every bad one. And at that time there were rather more of the latter..."

"If I had to keep just one memory of my 14 years, it would be the turbo engine. Having over 1,000 horses at your back was an unforgettable feeling."



"Today I'm right where I wanted to be when I started out in F1: at the top."



Vai Riccardo!

"Never before have I been within touching distance of my dream. Maybe it won't happen this year, but I know I'm heading in the right direction. I'm in no hurry. F1 has taught me patience..."



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The remains of the celebration cake had been abandoned, and Ayrton Senna could only sit and watch the closing stages of the Mexican Grand Prix on a monitor in the McLaren pit.

There would be no victory and no party to go with his 100th race in Formula One, but then this was an 'occasion' he had tried all along to play down. "I don't even think about it," he had said. "The only time I do so is when I am asked about it. Otherwise, I don't. It's just a number."

Such is Senna's blinkered, single-minded quest for new challenges, new horizons, he sees none of the landmarks along the way. All he sees is the road ahead. "My satisfaction is in finding my own limits and pushing back my own boundaries," he says in a polite, gentle voice that belies the ruthless, competitive zeal we witness out on the track.

Numbers and landmarks are, however, obvious and convenient means of measuring the achievements and ability of any sportsman. Statistics we know, may not be foolproof, but in this context they do not usually lie.

The completion of Senna's century is an appropriate point at which to pause and consider his place in motor racing history. His statistics make mightily impressive reading. Soon they should confirm him as the second most successful driver in a World Championship inaugurated 40 years ago. Those 100 races produced for the Brazilian 23 wins, leaving him just one behind Juan Manuel Fangio's career total. On 25 wins come Jim Clark and Niki Lauda, and on 27 Jackie Stewart. For 14 years Stewart's record set the standard. It finally fell to Alain Prost, who has since, of course, pulled way ahead of the rest. His victory in Mexico was his 41st.

Irony constantly and mischievously flirts with this sport. Prost won at Sao Paulo, the home of his greatest rival, and then again on Senna's 100th. The Frenchman described both successes as 'special'.

If Senna chooses to stay around long enough, he may eventually threaten Prost's figure. More immediately, perhaps by the end of the season, he can be

100, 23, 46 - F1's Finest Figure?

by
DERICK ALLSOP

expected to eclipse that elite group from eras past. His first six Grands Prix of this season yielded three wins, one third place and two DNFs. In each of the three races he didn't win he led until misfortune intervened. In Brazil he was trapped in the door as Satou Nakajima decided he could hold it

open no longer; at Imola a freak wheel problem threw him off; in Mexico City his rubber gave up the cause. At that strike rate, he would go on to equal his own record of eight victories in a season. It almost went without saying that he was also on course for his second title in three years.

Senna has already beaten by some distance Clark's record of 33 pole positions. In Montreal he claimed his 46th. He has registered 13 poles in each of the last two seasons and seems likely to reach a similar total this time.

The 16-race season patently gives the modern driver more scope than his predecessor enjoyed. Barely half as many races were held in the early years of the Championship. Up to and including the Mexican race, Prost had made 159 Grand Prix appearances. Stewart made 99, Clark 72 and Fangio a mere 51. Remember also that the Argentine maestro drummed up five Championships, all in his middle years.

Some would contend it was more difficult to win races in 'the good old days', others that it was easier. The debate is as fatuous as comparing drivers of different generations. McLaren chief Ron Dennis has already, in these columns, stated he rates Senna the 'best ever'. He argues that the sport itself has advanced so far beyond that of previous eras, the drivers, too, have moved into a different league and his driver is No. 1.

Senna says he does not attempt to compare himself with the all-time greats. Rather, he sets his own targets. His is an ending search for perfection, and only he can know how close he is to his objective. For Senna, satisfaction is an utterly personal experience, a sense of fulfilment records and statistics can never gauge.

He says: "Some wins and some poles are special. They can give you fantastic feelings. Maybe the conditions or the circumstances are such that you know you have done something to the limit of your ability."

"The number has nothing to do with it. After a certain number, the number itself no longer matters. Just to do it again and again, that is what matters. That is what is

Senna: keeping an eye on the competition



(Allison/France Press)

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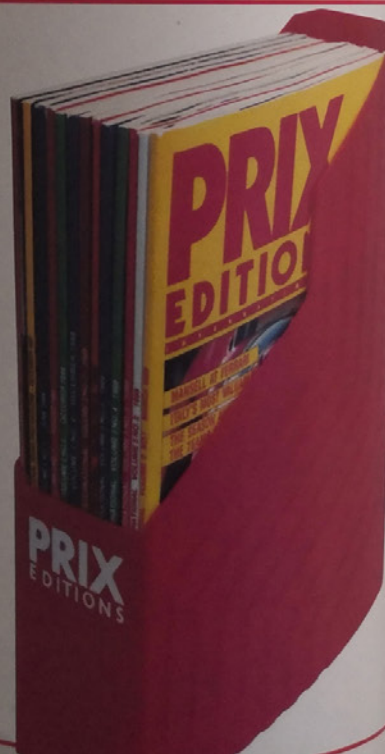
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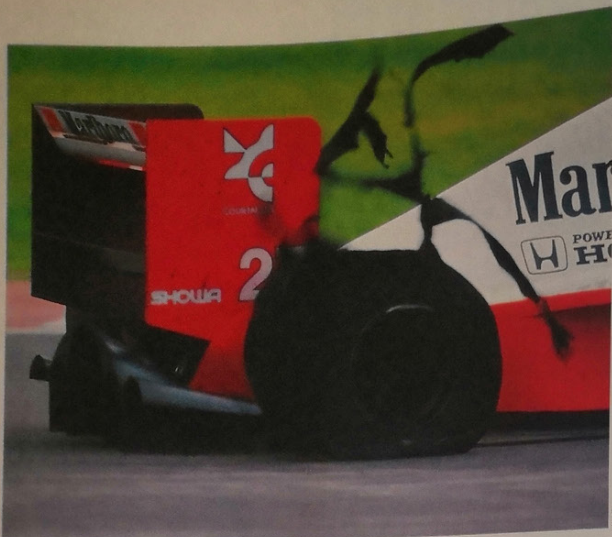
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BACK ISSUES — See page 80





The downside of F1: the blowout cost Ayrton victory in Mexico



You pat my face, I'll pat yours: harmony in a Ferrari 1-2
Berger: is being with Senna the filip he needs?



satisfying."

It is currently the dubious privilege of Gerhard Berger to be partnering Senna at Marlboro McLaren Honda. He willingly admits he does compare himself with the 1988 champion. He has turned it into a positive exercise. The affable Austrian says: "Ayrton has far more experience than I have in terms of winning races and going for the Championship. I have learned from him. One of the first things I learned was that I had to work harder at the job. I am doing that now."

"Ayrton is very strong mentally because he has been so successful. I know I am not so strong mentally. Also, he makes no mistakes, whereas I still make some mistakes. He has been in the team long enough to be settled. Everything works around him. I'm new to the team and that can be a bit difficult. I still have to fit in properly. But the most important thing for me is that I know I can hold on to him in terms of speed. I have proved that to myself in testing, in practice and in racing."

Berger felt able to make that bold declaration after his performance in Canada, where he crossed the line ahead of Senna. He had, alas incurred a one-minute penalty for jumping the start so his team-mate had no reason to give chase. "Ayrton had something in hand," concedes Berger. "But for sure he would not have won that race. I was quicker that day and he would have finished behind me no matter what. The important thing in Montreal was for me to see that I could beat Ayrton. If everything goes right with the car, I know I can beat him. My luck has to change one day."

For a team still scarred by the Prost-Senna conflict of last season, those words may cause a little unease. Both drivers insist, though, that theirs is a wholesome relationship. Senna has rarely missed an opportunity to talk of their accord, of their 'mutual respect', of the jokes and games that are now part of everyday life in the McLaren camp. (There couldn't be a sideswipe at Prost in all that, could there?)

Berger, who welcomes the 'bull' in Formula One like the plague, says: "We have no problems. It is better to have an open relationship." Senna's relationship with McLaren and Honda was the subject of lusty speculation around the time of the Monaco and Canadian Grands Prix. He questioned the performance of his engine at Monte Carlo and was less than impressed with Honda's adamant response that nothing had been significantly wrong

with it. "I think I am experienced enough to know when we have a problem", he solemnly said.

He also used the media to deliver a 'must do better' message to the team, along with a reminder that his main concern for 1991 was to acquire the best car. Just Ayrton's way of keeping Ron on his toes?

Ron, it appeared, was unruffled. When the two men went on stage together at a Press conference in Mexico City, it was almost vaudeville. On the question of contract negotiations, Ayrton said: "I hope I can remember all the lessons he taught me in negotiations in 1987".

Much laughter!

Ron: "He is the best negotiator I have ever come across. He's very tough, very clever and needs no lessons from me."

More laughter.

Prost and his partner Nigel Mansell were on the first half of the show that evening, but the Frenchman was in no mood for laughs when he was asked about stories of a rift between himself and some Ferrari mechanics. He angrily replied: "Our job is difficult enough without this bull. I am very tied and upset about this type of Formula One journalism. It is completely stupid. It is always polemics, politics, and it is stupid."

Mansell has had his share of polemics and confrontation over the years. His partnership with Nelson Piquet at Williams was... not perfect. He and Senna have also had their moments and it is no secret that he and Dennis were never intended to work or go on holiday together.

But when Mansell found himself on the Montreal podium alongside the two Brazilians there was no hint of animosity. At the post-race Press conference Mansell and Senna exchanged wisecracks. The Englishman maintains their troubles are in the past. He says: "I'm very pleased with my feeling now in Formula One. Nelson and I spoke in Montreal, and Ayrton and I have no problem now. Even Ron and I are friends these days."

"I think the reason is that everybody has settled down, everybody is working hard. From my point of view I realise the frustrations are sometimes misplaced. That has often been the problem. It's a question, really, of being a little more world-wise. Besides which, I simply don't need the aggravation any more."

Mansell was no doubt taking into account the 'aggravation factor' as he pondered his future. At the time of writing, he had not decided whether to stay at Ferrari for a third year or



Maestro: McLaren, Monaco 1990, Senna in charge

take up one of his other options. He was still talking to Williams, while Benetton and Arrows were among other teams eager to discuss with him their plans.

He said: "I'll make my decision when I'm ready and happy to do so. I've been talking to Ferrari since Monte Carlo and we are still talking. They have their ideas, I have mine. The new engine is of paramount importance as far as my decision goes, but it's one point out of about 10 to be considered. I have to look at the whole of the package to go racing. I won't be rushed into a decision."

Senna was of much the same mind. He was particularly keen to assess the development of Honda's V12. It is difficult to imagine the engine being anything less than formidable.

If that proves the case and Senna decides to avail himself of it, the records are almost certain to continue tumbling at his feet.

He, presumably, will ignore the rubble and push on regardless. He will, as ever, go his own way, finding his own peaks to climb, his own barriers to force down.

The rest of us will wonder at his driving ... and his records.

PE

For the Record...

Driver	GP's	Points	Wins	Titles
1. Alain Prost (France)	159	616.5	41	3
2. Jackie Stewart (GB)	99	360	27	3
3. Jim Clark (GB)	72	274	25	2
Niki Lauda (Austria)	171	420.5	25	3
5. Juan Manuel Fangio (Argentina)	51	277.5	24	5
6. Ayrton Senna (Brazil)	100	348	23	1
7. Nelson Piquet (Brazil)	178	428	20	3
8. Stirling Moss (GB)	66	186.5	16	0
9. Nigel Mansell (GB)	139	265	15	0

(as of July 1, 1990)

The Monaco Grand Prix this year might have been disappointing for Frank Williams in the sense that the best his team could manage was Thierry Boutsen's fourth place just a fortnight after Riccardo Patrese's splendid Imola victory, but the streets of the Principality will always invoke very special and personal memories for the English team owner.

For it was here 21 years ago that Frank's then-tiny organisation demonstrated that it perhaps had the makings of a serious F1 team. I am taking this opportunity to reflect on the pleasant Englishman, looking back from an era when Grand Prix drivers enjoy a much higher survival rate due largely to the splendid acceleration in car and circuit safety over the past twenty years.

In that 1969 Monaco race, a dark blue Brabham, entered under the banner of Frank Williams Racing Cars, stormed to a splendid second place to Graham Hill's works Lotus 49C. Its driver was as blue-blooded as the car's livery, 27-year-old Englishman Piers Courage.

Piers and Frank, in their way as inextricably intertwined in the memory as Jim Clark and Colin Chapman, wanted to go the whole way to a World Championship together. In contrast to the ascetic relationships existing between most owners and entrants in F1 today, this was real

Alan Henry's F1: Courage had no Peers

by
ALAN HENRY

story book, Prince-and-the-pauper stuff. The poor boy from Tyneside, in Britain's industrial North-East, had made the big time, fielding a racer for the debonair, Eton-educated brewery heir.

Contrary to the views of his critics, Courage was no dilettante, as the offer of a Ferrari F1 and sports car contract for 1970 amply testifies. But he was prepared to stick with Frank, the man who gave him his big break when

everybody else turned their backs. Tragically, just twenty years ago, on the afternoon of Sunday June 21, 1970, the relationship was torn brutally asunder.

Charging hard at the wheel of Frank's de Tomaso, Piers was run at Zandvoort when he crashed, incalculably and violently. The car was consumed by fire and Piers never had a chance.

Frank recalled it for me, just recently. "Piers was always extremely intelligent, always thinking about ways to make his cars go quicker. He started 1970 with that de Tomaso, a real junk box of a car in South Africa, which he transformed to a midfield runner in Spain and almost a front-runner by the time he was killed at Zandvoort."

His death came only three weeks after Bruce McLaren was killed testing at Goodwood, and a little over two months before the great Jochen Rindt died on the verge of the World Championship, practising in his Lotus 72 for the Italian Grand Prix at Monza. Truly, the summer of 1970 was a tragic time and, for the writer, who joined the staff of *Motoring News* the morning after Piers was killed at Zandvoort, a harsh and bewildering introduction to the business of professional motor racing.

They don't make them like that anymore - or, more precisely, people

like that don't go Grand Prix racing anymore. Piers will go down in history as the last of the great gentleman amateur drivers in a fleeting career that, from the standpoint of timing, linked the late twilight of pure sportsmanship and the dawn of high-pressure commercial professionalism.

Frank first met his future driver when Piers was sharing a flat in London's Lower Sloane Street with Sheridan Thynne, today Commercial Director of Williams Grand Prix Engineering.

Piers, who was born on May 27, 1942, sprang to motor racing prominence from that gloriously attractive demi-monde of Formula 3 talent which matured, heroically, in the mid-1960s. He began racing in 1962 with a Lotus Seven at a time when he should have been training as an accountant, a change of routes which made him extremely unwelcome at home for a long time.

He moved up into Formula 3 by 1964, was trailing round Europe as one of a happy band of nomads, forming the Anglo-Swiss Racing team with Jonathan Williams, a friend whom he had met whilst studying at technical college in London.

The following year their close friend Charles Lucas - nicknamed 'Luke' - inherited a considerable amount of money and, according to Jonathan, "Piers persuaded Charlie that the best thing he could do with his inheritance was buy some Formula 3 Brabhams in which his friends could go on having a good time!"

Last of the great gentlemen amateurs...



"A junk box of a car". De Tomaso, South Africa 1970

It soon became apparent that Piers was the fastest and most promising of their bunch, and 'Luke' did a deal to run the semi-works Lotus F3 cars the following year - including Piers in the team. That in turn led to a works BRM offer for the 1966 Tasman series. But Piers' ambition outstripped his experience and he did a lot of crashing. The following year things went badly wrong for him, both in F1 and F2, so he invested all his worldly wealth in a McLaren F2 car and rebuilt his reputation when he emerged as one of the stars of the 67/68 Tasman Series. That in turn led to an invitation to drive one of Tim Parnell's semi-works BRMs

in 1968, Piers taking his first Championship point with sixth place in the rain-soaked French Grand Prix at Rouen-les-Essarts.

In 1968 he also drove Frank Williams' F2 Brabham with great panache, giving Frank the idea of fielding a Tasman Championship challenge the following winter. Piers ran a Brabham BT24 fitted with a 2.5-litre Cosworth CFW engine, and Williams was so heartened by his performance that he moved up to F1 for '69, using an ex-works Brabham BT26A. It had to be purchased from the works team by an indirect route for Jack's boys were contracted to run on Goodyear but Frank had a Dunlop contract. Piers finished a splendid second at both Monaco and Watkins Glen, marking himself out as a world-class driver.

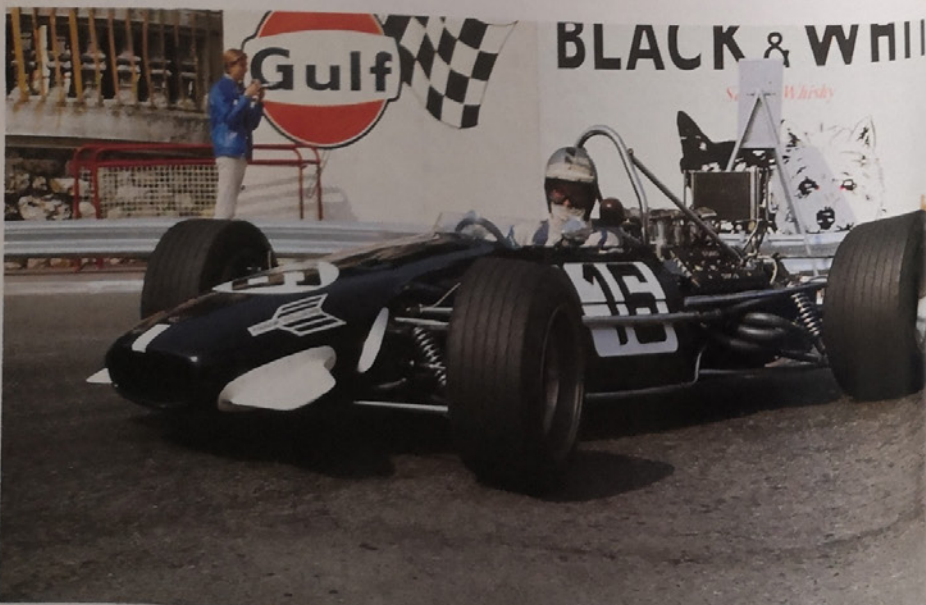
Married to Lady Sarah Curzon, grand-daughter of Earl Howe, Piers Courage had a great deal of style and good taste. Enormously popular, with a steady temperament, he turned down a Ferrari offer in the region of 30,000 pounds to stay with Frank in 1970. Frank paid him about 3000 pounds and he made up some of the difference by signing an Alfa Romeo sports car deal for 22,500 pounds.

Frank was devastated by Piers' death. "I worshipped the guy," he told me recently. "He was totally adorable. I was brokenhearted, in tears. Everybody you've ever heard of in motor racing was at his funeral. It was a very moving event."

"As a person, there has been nobody like him in Grand Prix racing since. As a person he was a character. He had a great deal of style... absolutely unforgettable."

PE

Blue-blooded drive: Piers in a Brabham, Monaco '69



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Have you ever noticed how the people who need no introduction get the longest introductions? So, let's make this as brief as possible....

This driver's career includes the following wins: the Formula One World Championship; four Indy Car Championships; 12 Grands Prix; the Indy 500; 51 Indy Car races (second on the all-time list behind A.J. Foyt's 87); 18 Formula One poles; a record 64 Indy Car poles (including 3 Indy 500 poles); the Daytona 500 stock car race; 3 Sebring 12-hour races; the Brands Hatch 1000km; the Watkins Glen 6-hours; countless Formula 5000 races and dirt-track Sprint Car races and

He is, of course, Mario Andretti.

This year Mario Andretti started his 25th consecutive Indianapolis 500! Back in 1958 Mario, having recently moved from Italy to America, began his racing career in the United States. Driving a Hudson Hornet, he would win over 20 stock car races during the next three years. The rest, as they say, is history.

Today Mario and his son, Michael, are teammates on the Newman-Haas Indy Car team. Driving Lolas powered by the Ilmor Chevrolet V8 engines and sponsored by K-mart (a chain of discount department stores), Texaco fuel and Havoline oil, the Andrettis are a powerful force on the CART Indy Car trail.

One week after engine problems caused his early retirement in the Indy 500, Mario was racing in the Milwaukee CART race. He led in the early laps around the one mile oval before a broken radiator sent him to the pits.

A day earlier Mario had talked to *Prix Editions* about his long career.

You have 25 consecutive starts in the Indy 500 and have been racing competitively even longer than that. Many drivers have come and gone during your career. How do you keep from burning out? How do you keep your competitive edge?

I'm asked this question quite often, and it is a fair question. I have no real problem motivating myself to go for a win. Winning is the only reason that keeps me going. I'm not just in there dreaming

"Winning is the Only Reason": Mario Andretti

by
DAN KNUTSON

If you had to make a short list of the toughest drivers you have raced against in your career, who would be on that list?

Well, I hate to venture into something like this because I know that I'm going to leave somebody out that obviously needs to be included. I have always tried to stay clear of grading my peers. I have my own inside feelings as to who I really respect and who I really regard as a tough number. A tough number to me is the guy that's tough every day, every time out, not just now and then. Anybody can become unbeatable, have his great day, but then you never know where he is. To me, the guys I really look up to are the guys I know that I have to beat every time out in every event. And when you analyse it, there are not that many.

Many Formula One people say that CART is a second-rate series. That Formula One drivers are far superior...

I have a real problem with that, especially when it comes from people that are intelligent enough to know better. I think deep down they do know better. Bernie Ecclestone sometimes has a tendency to try to create a perception that the Indy series requires less skill on the part of the drivers than Formula One. Perhaps our series cannot match Formula One's international flavour. But that has nothing to do with the skill of the drivers.

So the only guys that can really assess the driving skill are the guys who have been on both sides. And I'm one of them. Not Jackie Stewart, for instance, who likes to take a shot at just favouring the one side (Formula One). You have to assess this with intelligence and with fact, not with emotions like it's being done. And when you analyse it all, the people that have been on both sides of the Atlantic will always tell you that the first five drivers from Formula One or CART will be as tough as can be found anywhere. This is the way I see it because I have experienced it.

There's no mystique about Formula One, not for us drivers. It's for the public. But for the top professional driver there's no

Familiar sight in '78: Mario 1-2 with Ronnie Peterson for Lotus



mystique. A Formula One car is actually easier to drive than an Indy car because it's a lighter car and more responsive. Whenever I have gone back and forth between Formula One and Indy Cars, my easiest move is always to go there (to Formula One), not to come back here. I know what I am talking about. So take it for what it's worth. I feel very strongly about this.

Do you think the Formula One fraternity, perhaps especially the journalists, is snobbish?

Well, the journalists are not being objective. The only way you can really make a fair, equitable comment is to be able to really see both sides. I hear comments from journalists, for instance, who have never seen an Indy Car race. Or they will pick one Indy Car race and expect to get all the answers from that one race. Come on guys, who are you kidding? I really, really resent that feeling. I really do. These guys have their own little world and they stay in it, and they only hope that people will just listen to them. But deep down, I guarantee you, they know they are not honest with their evaluation.

Given a drive with a top team, would you ever go back to Formula One?

No, not for me. I think that's for my son Michael to consider. I'm quite happy where I am, and I'm quite happy to wind up my career here or doing world championship events. I've done my Formula One. Now.... given the opportunity with a top team to substitute for one race, I'd do it. Of course I'd do it.

What do you miss about Formula One?

I miss a lot of things about Formula One. Make no mistake about it, that was definitely a highlight, a strong, beautiful highlight of my career. I love Formula One. I always have, it was my first love. I probably enjoyed my racing most when I did Formula One because of its international flavour. I like that. The colour of it, the emotions involved... when you become partisan... when you are carrying a flag. When you are racing here in Indy cars, it doesn't matter: nobody will notice that you have an American flag on your helmet. I carried the American flag on my helmet when I went international. So all those things to me meant something. And seeing that this is a very emotional sport, I think it's good.



Unfair advantage: Mario and Colin Chapman were a formidable team



Last season in F1: with Ferrari in '82

I've made a lot of friends in Formula One that I still have. I don't think that I could have called my career complete or satisfied if I hadn't gone to Formula One. I'm not putting one ahead of the other. The only comparison is how hard you sweat, how hard you work to accomplish the same thing on one side or the other. That's the part that I'll argue with anybody. You sweat the same tears doing one or the other.

Recently Formula One has seen some bitter and very public feuds such as Senna/Prost and Piquet/Mansell. Was it like that when you were there? Were there feuds, but just covered up better?

I think you have to understand that maybe the press is a little bit more on top of things today. In my opinion,

maybe there was some sensationalism being created by the fact that Formula One was so monotone. One team (Williams or McLaren) dominating everything. So it seemed like it was natural to start digging up all those other problems.

But I think those problems, in a sense, have always existed amongst certain teams. They have to be understood, because this is a very selfish sport. When you have two number one drivers on a team, there's no way that you have an equal amount of time servicing the two guys. So one guy will always feel that he's being shorted. And that's the guy who will all of a sudden start crying. Then people might become annoyed with that, and maybe just start going with the other guy. Then that's how it becomes a one-sided affair and why you have all these controversies.

I can't see that things are much different today in that respect than they have ever been. It's only happening to different people, but they are old problems.

Were there tensions between you and Ronnie Peterson at Lotus? The contracts said that you were the number one and he was the number two...

No. Not at all. There were no tensions. He and I were particularly good friends. Gunnar Nilsson was also a close friend. I had some problems with Carlos Reutemann, which I think he brought on himself. Other than that, it's been fairly smooth. But then the best possible scenario is to have a designated one and two. And that's the way I've always operated best on any team.

What was it like to work for Colin Chapman?

That was an experience in itself in many ways. For me, it was a pure joy. Mainly because, like no other man that I have ever worked with, he saw the importance of giving the driver, even if it was elusive, the unfair advantage. A lot of engineers and drivers seemed to settle, while he seemed to go that extra mile to try to give the driver the advantage. And what that does, among other things, is give you a lot of confidence. You know that he's really behind you, and he recog-

nises that you really need that to be a repeat winner. I loved that part of it, and he believed in that.

The Watkins Glen circuit used to draw huge crowds for the United States Grand Prix. Why do you think America struggles to hold a successful Grand Prix these days?

Because they are moving about every year. They don't have an established venue. They had a great, strong tradition at Watkins Glen. Instead of working with that group, you know, they decided to be snobbish and move away...the 'I'll show you' type of thing.

Because of the financial demands of Formula One, there's no organisation in the United States that could make any money staging a Formula One race. So they tried to do it by overpricing themselves. They go to Detroit... they go to Phoenix, but people just won't pay those kinds of ticket prices. Sure they get the aficionados, but they don't get the 80, 90 thousand fans that they need. They need to stabilise themselves and cultivate one market. And they need to be reasonable with their prices because the U.S. market is very saturated with weekend sports. There are only so many entertainment dollars available. There's no reason why a Formula One race should be more expensive to watch than an Indianapolis 500. That's a fact. That's why the people don't go.

The other problem, because of the

way the media operate, is that they need a good, strong American driver that can win with a top team. I feel that they need a Michael Andretti out there to get the job done.

One final question: any regrets in your racing career?

Absolutely not. I have only had blessings. I count them every day. Sure there are disappointments, but I have derived a lot from it and, absolutely, I'm very happy with my career.

PE



(Héctor De Vries)



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Aerodynamics, long underestimated even by the masters of this particular science, is the least familiar of all today's technical areas in F1 - and, by the same token, the one that offers the most alluring prospects. Patrick Camus continues his new series, which also picks up from last month's in-depth look at the Tyrrell team.

Engine technology may be 100 years old, but the technology of the air itself is rather younger. The former has seen major efforts invested by all car constructors, production or competition. The latter emerged from its own prehistoric times when skirts came into Formula 1, and enjoys no industrial backing. What makes matters worse is that automobile aerodynamics has no direct counterpart in any other sphere: the problems posed by F1 are peculiar to the sport. So aerodynamics has been the sport's poor relation, as opposed to the established areas like engines, tyres, suspensions and so on.

Jean-Claude Migeot, head of Tyrrell's research and development department and an aerodynamicist from the outset, tells his own story. It is the story of a technical domain which he believes has a marvellous future. It all started at the Institute for Aeronautical Studies in Toulouse. "That's a long time ago... I'm so pleased to see that several pupils of that fine school are now in F1. It proves that attitudes have changed. But in my day, if I ever tried to talk cars to my teachers - top-flight aerodynamicists, all of them - they were just about ready to throw me out! Automobile aerodynamics was not taken seriously by aeronautics people, motor sport even less so. I can recall training courses at Dassault where my bosses would start to laugh whenever I got started on the subject. Now, today, I note that same company is involved with Peugeot's prototype project, and it's very heartening."

To achieve his aims, Migeot had to go about things in an oblique way. Not just because his school had given him no

Aerodynamics: From the Stone Age to the Computer

by
PATRICK CAMUS

specific training, but because the leaders of industry he contacted showed absolutely no faith in a qualified aerodynamicist. For them, nothing could

Last laugh? The radical Tyrrell 019



Domonique Leroy

beat a good old general engineer, whose specialisation might stem from practical experience. "An aerodynamicist's basic education can only take place in an aeronautics school, where F1 is touched on only in the first two lessons. After that, you specialise in things that have little or no application to motor cars. So a Formula 1 aerodynamicist's training is based almost exclusively on personal experience - which, as Enzo Ferrari loved to say, is simply the sum of all the mistakes made as you go along. That being the case, nowadays you have to have a very scientific approach to things, a grasp of very detailed analysis. So in that sense the theory acquired at college is by no means superfluous."

When he applied to Sup'Aero, Migeot was keen to achieve his dream of working in aeronautics. But his annual sojourn on his Solex to watch the Le Mans 24-Hour Race was to form another one. "I lived in Tours, and the 24 Hours were a traditional thing for me. So much so that one day I got the idea in my head that I'd like this to be my own calling. I thought I could get started in that field as soon

as I left school. In fact I ended up knocking on a great many doors, including Alpine's. Nobody would touch a graduate of Sup'Aero when they wanted someone to design an A310 or a Le Mans car."

After a string of disappointments, Jean-Claude found his first job at SEP, on the Ariane rocket project. SEP would eventually flood the race-tracks with carbon brakes but at the time there was no talk of motor racing. Except from Migeot... "Some of my colleagues do in fact remember a ground-effect car which of course never saw the light of day. Pity: it would have come out just ahead of the Lotus 78!"

No luck either at Alpine or Renault Sport: our man then went to Moteur Moderne, a research laboratory which forced him to give up his own discipline. "In view of all the trouble I was having, I told myself aerodynamics had no future in it for anyone wanting to get involved in racing. On the contrary, ►



Changing shape of the F1 car: Honda 1968 (above), Ferrari 1973 (centre), Brabham 1976 (below)



training as an engine specialist would guarantee that I'd make it in the short term!" Looking back, that change of direction now appears as a big advantage. Migeot knows engines, knows what they need in terms of chassis development graphs and is of course well able to discuss things with the engine men.

"In the end, just as I was channeling myself completely into this new area, Renault Sport - whom I had been in touch with at regular intervals - made it known to me that an aerodynamicist's job was there for the taking. Their own specialist Marcel Hubert had had a serious accident, I had to stand in for him at very short notice."

At first relations between Migeot and Renault Sport were rather confusing because there was no real scientific database in the team's technical approach to Formula 1. "People warned me right from the start: what you learned at school is all well and good, my lad, but we do things a bit differently here. We do things where nothing you've learned can possibly apply. Of course it was a major disappointment, but in time I realised that philosophy was in fact not true. Of course you don't learn all about the aerodynamics of a Grand Prix car in college, but the physical laws are the same for everybody. As soon as you have the resources - which was not the case for the previous generation - to analyse what's really happening on the track by means of electronics and telemetry, and what goes on in a wind tunnel, then it becomes clear that there is no real difference between the problems created by a Formula 1 car and those on a fighter plane or a rocket. And going beyond those purely physical problems, organising a research programme, the methodology involved, are pretty much the same as well. So a young aerodynamicist finds it a lot easier to get into Formula 1 today than in the past."

"Because F1 has changed. I have to admit I have great admiration for the engineers of the 60's and 70's who did so much with such limited resources. They made marvellous cars without any sophisticated means of computing or measurement - it was all in their heads. The aerodynamics program for a Grand Prix car is still in prehistoric times in comparison with what is done for an aeroplane. There are a great many things we simply can't do for want of time and money. An aircraft programme will spread out over years, with tremendous development



Note the increase in surface area on the 1980 Ferrari

potential, whereas a Formula 1 car comes together in six months - and without the technological back-up of a powerful leading-edge industry like aeronautics."

The gap between aircraft and F1 car, in the context of the common technical denominator of aerodynamics, can be explained in several stages. The first, as we have seen, was the wilful exclusion of racing cars by scientists focusing exclusively on the prestige of the aircraft. The second was not deliberate. "There isn't a single industrial area where people work on an object four metres long that moves at 400 km/h just four centimetres off the ground! With a dimensional ratio of 1 to 100 we come up against some very specific air currents, not encountered anywhere else, and thus never used as the basis for specific detailed research. I remember that when I was at school and already in love with racing, I used to look around frantically for studies in that area. Nowadays there are some, which haven't necessarily stemmed from aeronautics. In fact, as a result of the interaction between the vehicle and the ground, the tie-up between aerodynamics and suspensions is one that can't be undone."

And those are things you don't learn in school. The third factor accounting for the fact that racecar aerodynamics has been in the wilderness is linked to matters industrial and commercial: the search for the finesse and downforce essential to a Formula 1 car has no application to production cars. So why spend vast sums of money on it? On the other hand, the

concern with performance that preoccupies engine specialists has a direct link with the automobile industry.

Applying the laws of aeronautics as directly as possible to a Grand Prix car is no easy matter. There has been no lack of failures: the Renaults, for example, which weren't exactly models of aerodynamic efficiency. Remember, too, the Lotus/McLaren battles in the days when they had the same Honda engine. Ducarouge came off badly. There are a number of Ligiers we could cite, including the one with the double fuel cell. And we have today the March 901... All of them misconceptions, for which the wind tunnel is to blame. "We had a few of those when I was starting off at Renault. The wind tunnel sifted out, supposedly, the things that didn't work, then we took it all on to the track to confirm what we had found. It has to be admitted that the proportion of things confirmed by track testing - about half - didn't speak too highly for the way we were working at the time. It took several years to understand why: Renault were using wind tunnels that were completely unsuited to F1, notably in the fact that

"Colin Chapman would be glad to see his legacy in such good hands."

they had no rolling road. That discrepancy was highlighted even further when we moved from skirts to flat bottoms. Not only did the wind tunnel we were working in, St Cyr, give us poor data, but it was taking us down a path that was diametrically opposed to the one we should have followed. Today every team works with a rolling road, and the percentage of success has risen dramatically. The time of major disasters is past."

Not for March, whose 901 is presenting a whole complex of problems that are not easy to identify. Unless Adrian Newey, its designer who is an aerodynamicist by training, has forgotten one of the vital parameters of the new method! "The great danger some engineers come up against is separating out the aerodynamic from the mechanical. Without that ongoing fusion, both at the theoretical level and the operational, there is no precise, real analysis possible of the behaviour of a Formula 1 car. The better we come to understand aerodynamics, the faster we'll have to redefine

the whole mechanical concept of a Grand Prix car. That's what we've begun to do at Tyrrell, hence the very original suspension design on the 018 and 019."

The other area the aerodynamicist has to devote great care to is the fine tuning of a single-seater. How many of these, despite obvious aerodynamic excellence, have vanished from view without the slightest success because they weren't made the most of? "A wind tunnel can tell us a great deal provided you make the most of it on the track. To do that, you have to spend a tremendous amount of time on set-ups and their systematic analysis through the recordings you make. We at Tyrrell are taking it a stage further by doing a great deal of work on simulation."

The real Tyrrell project is of course the construction of its own wind tunnel - a huge undertaking that Migeot has already done for Ferrari. "It was my first task for the Scuderia, because we clearly couldn't analyse aerodynamic phenomena properly with the equipment we had. A team with pretensions to being a Formula 1 front-runner must have its own wind tunnel in so far as aerodynamic needs create fulltime work for a team of engineers. Tyrrell enjoys a very fruitful collaboration with the University of Southampton, but the facilities have to be shared with a number of teams. It's sometimes a real battle just to have use of them for a few hours."

Those were great days with Ferrari, cut short in a brutal way. From 1986 to 1988, Migeot developed and calibrated a magnificent wind tunnel. He was responsible for a number of projects that led to nothing in that priority went to the programme initiated

Jean-Claude Migeot: who's laughing now?



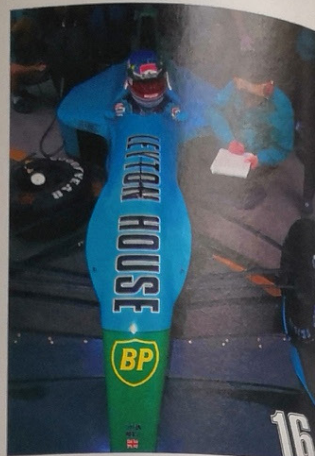
by John Barnard and Ferrari's English subsidiary GTO. "You don't change your own memory bank when you change colours! When Postlethwaite and I left Ferrari, in August '88, we had to design a car in the Tyrrell context, taking no risks. In that task, the recent Ferrari experience stood us in good stead. So it would be ridiculous to claim that the 018 and 019 were not inspired by a fund of knowledge built up but taken no further at Ferrari, or from ideas I'd already had for some time."

The 019 is a curious beast - one much envied by the opposition, and bound to spawn multiple copies in the near future! "Its aerodynamic and mechanical design isn't just the product of airy-fairy notions, it's a logical

development. For the time being we have only a humble Cosworth; the slightest gain we can make in neatness and sharpness by working on the aerodynamics means a few more horsepower for us." But what's that high-set nose for? To facilitate the flow of air under the flat bottom, thereby increasing aerodynamic efficiency in that area. Does this mean there are hidden qualities to this common carbon floor?

"The undertray is the part of the bodywork that works with most efficiency, and on which we have most ground to gain. The future will show that's true."

Thanks to its high nose the Tyrrell 019 feeds the air beautifully to its undertray, then physics takes over:



Adrian Newey's pinched - and troublesome - 1990 Leyton House March

increased speed of airflow, suction between undertray and tarmac, dispersion of the airflow in the rear diffuser. How far can aerodynamicists go in their knowledge of their own science and in the use they make of this unwitting undertray? "In a few years of work, of improved analysis, we have practically got back to the downforce there was in the days of skirts when the cars were obviously less refined. Or let's say the downforce is a little less, but we are able to use it to much greater effect because of our enhanced knowledge of aerodynamic phenomena and of the link between aerodynamics and the way suspension systems work."

The logical goal of all this effort would be the design of a single-seater stripped of all aerodynamic appurtenances. Forty per cent less drag; imagine the gain in power and thus in top speed! "Give us the current regulations and three years to do it! Maybe a lot less..." Colin Chapman would be glad to see his legacy in such good hands. When that day comes Jean-Claude Migeot will feel he has completed an important phase in his professional life - a career he believes full of untapped potential. "The aerodynamicist's work has evolved tremendously in the last few years because of its links with the progress in materials and their development. Nowadays we can initiate any project we like without worrying about structural constraints that might stem from the framework of the regulations, which is getting harder and harder. The aerodynamicist is at the very basis of today's F1 projects. He has huge responsibilities, but considerable freedom to work in - and the satisfaction we derive from it is all the deeper."



1982 (above): full-width rear wing on Villeneuve's Ferrari, while the 1988 Ligier (below) shows the "bottle" design of the day



(Ligier)

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In 1972 it had been possible to sponsor a leading Grand Prix team - one which actually won races - for £50,000. By 1973, as the competitive urge of team principals pushed prices higher, Formula 1 also became increasingly political.

The year started with a bitter dispute over appearance money, which placed many of the early races in jeopardy, and ended with the whole future of the sport in doubt due to the oil crisis. In between there were squabbles at almost every race.

The 1973 regulations required that fuel tanks be protected by "deformable structures". Most manufacturers were able to fit these on existing cars, and they proved their worth in an eight-car pile-up on the second lap at Silverstone; regrettably they did not save Roger Williamson at Zandvoort when a supplementary tank was torn free from what was essentially a Formula 2 car.

The season started at Buenos Aires with a win for Fittipaldi's Lotus 72, now in its fourth season of racing, after a long battle with Cevert's Tyrrell. At Interlagos Fittipaldi led from start to finish, but at Kyalami a lack of straight-line speed relegated him to third behind Stewart and Revson. Fittipaldi won again at Barcelona, where Peterson's Lotus led until its gearbox failed.

On the marbles at Zolder Stewart and Cevert finished 1-2, with Fittipaldi a distant third due to fuel pressure problems. At Monaco Stewart led virtually from start to finish, after Peterson had been slowed by low fuel pressure, and although Fittipaldi finished a close second he never looked like getting past.

At Anderstorp Peterson led until two laps from the end, when a puncture forced him to let Hulme through. At Paul Ricard Peterson finally achieved a long-overdue first win, after a frustrated Fittipaldi collided with Scheckter.

Silverstone brought a maiden win for Revson. This was the race in which only 19 cars restarted after Scheckter triggered an eight-car crash on the pit straight. A practice accident at Zandvoort severely prejudiced Fittipaldi's chances of retaining the championship, and Peterson was again robbed of victory (this time by engine failure) during the closing laps. Stewart and Cevert recorded a Tyrrell 1-2, with Hunt's Hesketh March third, but after Williamson's death nobody was celebrating.

The Nurburgring brought another Stewart, Cevert 1-2, with Ickx third in a McLaren; Ferrari was having a bad year, and had not entered either for

Formula One 1973-1977

by
DAVID PHIPPS

delays, with the pace car coming out ahead of a mid-field runner and with no-one apart from the winner (Peter Revson) knowing who had won.

Watkins Glen was to have been Jackie Stewart's 100th and last Grand Prix, but following Francois Cevert's fatal practice accident the Tyrrell team withdrew from the race, leaving Stewart with 27 wins and 3 World Championships from 99 starts. Peterson took his ninth pole position of the season and led throughout.

With both Fittipaldi and Peterson scoring heavily, Lotus were again Constructors' Champions, from Tyrrell and McLaren, and the DFV - now with 465 bhp - won all 15 races.

The fuel crisis scarcely affected Formula 1 in 1974. There were more teams (three of them American-owned), more sponsors and more winners - seven different drivers in five different makes of car.

The year started with Carlos Reutemann comfortably leading his home Grand Prix in a Brabham, until it went on to 7 cylinders in the closing stages and Hulme's McLaren surged past to win.

McLaren won again at Interlagos, this time with Fittipaldi at the wheel and with Regazzoni's Ferrari second in a race which was stopped prematurely due to a sudden downpour. Shortly after this, during testing at Kyalami, Peter Revson was killed when his Shadow crashed as a result of suspension failure.

At the Kyalami race things finally went right for Reutemann and he recorded his first Grand Prix win, with Beltoise's BRM a surprise second.

At Jarama Ferrari not only finished 1-2 but lapped the rest of the field - helped by slick pit-work as they changed from wet tyres to dry. Perhaps surprisingly, it was Lauda's first

win. Ferrari again looked good in Belgium, at the antiseptic Nivelles circuit, but after Regazzoni had led initially Fittipaldi slipped through to win from Lauda, and Scheckter snatched third on the very last lap. Following a string of problems with the new 76, Lotus put Peterson back into a 72 at Monaco - and won!

Sweden brought a Tyrrell 1,2 (Scheckter, Depailler) with Hunt's Hesketh third; Peterson retired early on with a broken drive shaft. At Zandvoort there was a Ferrari 1,2 (Lauda, Regazzoni); at Dijon the Ferraris were 2,3 behind Peterson.

At Brands Hatch Scheckter's Tyrrell won, but only because Lauda had a slow puncture in the closing laps; when he finally stopped for a wheel-change Lauda found the pit lane blocked, but months later an FIA Tribunal awarded him fifth place. At the Nurburgring Regazzoni led from start to finish to win by over 50 seconds from Scheckter, and in Austria Reutemann led from start to finish to win by over 40 seconds from Hulme.

For a long while it looked as if Monza would be another Ferrari 1,2, but both Lauda and Regazzoni suffered engine failure and Peterson beat Fittipaldi by eight-tenths of a second. It had been a bad year for Lauda, and it got worse at Mosport; he was leading comfortably when he arrived at turn 3 to find earth and stones on the track, as a result of someone else's accident; the Ferrari slid into the barriers and Fittipaldi won from Regazzoni and Peterson.

So at Watkins Glen the battle for the championship was down to a straight fight between Fittipaldi and Regazzoni (both 52 points) with Scheckter (45) the only other driver still in the reckoning. Reutemann somewhat confused the issue by taking pole position from Hunt, with Andretti's Parnelli third and Pace's Brabham fourth, and the Brabhams finished one-two with Hunt third. Fittipaldi took the championship with a steady drive to fourth after Regazzoni had been delayed by suspension trouble and Scheckter by a broken fuel line. McLaren also took the Constructors' Championship. Helmut Koinigg was killed when his Surtees left the road and went under a guard rail.

The season started fairly sensationally, with Jarier's Shadow setting fastest practice time for each of the first two races and leading the second one, in Brazil, until his fuel metering unit failed. (In Argentina his crown wheel and pinion failed on the parade lap.) At Buenos Aires Fittipaldi won

from Hunt and Reutemann, both of whom had led for some time, and at Interlagos Pace scored his first (and only) Grand Prix win ahead of Fittipaldi.

At Kyalami Pace was on pole but Scheckter won, from Reutemann, Depailler and Pace; at this stage Lauda had just five points, from two fifths and a sixth.

The 1975 Spanish Grand Prix almost didn't take place - and it would have been better if it hadn't. The race was finally halted when Stommelen's Embassy Hill lost its rear wing and vaulted over both the barriers and the flimsy debris fencing; victory, and 4.5 points, went to Mass's McLaren from Ickx's JPS and Reutemann's Brabham. Fittipaldi had refused to race but still led the championship.

Lauda began his charge at Monaco, leading a wet-dry race for all but one lap (the one on which he stopped to change tyres) but finishing less than 3 seconds ahead of Fittipaldi, with

Pace third; as usual at Monaco there were a number of shunts, but fortunately none of them was injurious. At Zolder Lauda won again, after first Pace and then Brambilla had led briefly, and with Fittipaldi failing to score the Austrian was suddenly the championship leader.

At Anderstorp Brambilla's March started from pole position, and led for 15 laps until its front tyres went off. Reutemann's Brabham then led until its rear tyres wore out, allowing Lauda to snatch a third successive victory; again Fittipaldi failed to score.

Zandvoort brought us a veritable teddy bear's picnic, with Hunt's Hesketh scoring its first (and only) win.

At Paul Ricard Lauda led all the way, this time with Hunt chasing him and with Mass less than a second further back in third place. Silverstone, by comparison, was total chaos, with alternating sun and rain producing a race which had six different

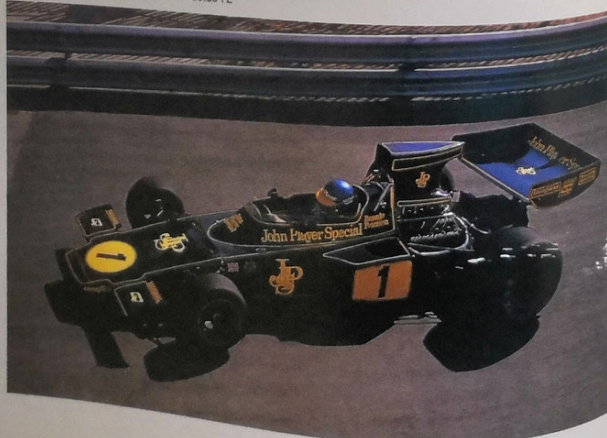
Spain '75: Ken Tyrrell helps build barriers



Same year, Austria: a dazed Mark Donohue is sitting up, but two days later he would die



Monaco '74: Peterson wins in the "old" Lotus 72



Donohue: Photos: (Photography)



Japan '76: Hunt makes his point at last

leaders and ended with the cars classified second, third, fourth and fifth all in the catch fences; somehow Fittipaldi slithered through it all to win the John Player Grand Prix for Marlboro.

In 1957, when Fangio lapped the Nurburgring in 9 min 17.4 sec, there were those who said "This time will never be beaten". In 1975 Lauda took pole position in 6.58.6, at an average speed of over 120 mph. Apart from the first sub-7-minute lap, this race will be remembered largely for punctures, one of which dropped Lauda back from first to third. (The others led to a spate of retirements and accidents.) Reutemann escaped the mechanical carnage to win by over a minute and a half from Laffite; this was the first really significant result for the Williams team.

Austria was another of 1975's half-points races, being stopped at half-distance because of increasingly heavy rain, and was won by Brambilla's March from Hunt's Hesketh and Pryce's Shadow. When Vittorio saw the chequered flag he backed off and spun into the double armco over which I had just climbed on my way back down the hill; I broke the Austrian high jump record leaping back again! Lauda was only sixth, and thus had to wait at least one more race to become World Champion.

During the Sunday morning warm-up for the Austrian race, held in dry, sunny conditions, Mark Donohue's Penske crashed over the guard-rail into a marshals' post after a front tyre deflated. Shortly afterwards Donohue was sitting up and talking, and seemed to be little hurt,

but two days later he relapsed and died - as did a marshal. Goodyear, Penske and Bell Helmets were all sued by Donohue's ex-wife, and the repercussions of this reverberated through Formula 1 for several years.

Monza provided final proof of the Ferrari revival, with Regazzoni winning the race and the Constructors' Cup, and Lauda finishing third to clinch the Drivers' Championship.

In 1976 the FI emphasis switched from circuit safety to the legality of the cars - though accident survival again came to the fore when Lauda was only saved by the prompt action of other drivers when his Ferrari crashed and caught fire at the Nurburgring; Lauda, incredibly, was back

behind the wheel less than six weeks later, and might have retained the championship but for his decision to withdraw from the last race of the season, in Japan, due to torrential rain.

Lauda started the year where he had left off at the end of 1975, winning comfortably at Interlagos with Depailler second and Pryce third. Hunt started from pole position on his McLaren debut, but crashed out of second place due to a sticking throttle. At Kyalami Lauda and Hunt ran 1-2 virtually throughout, and then we all went to a brand-new street circuit at Long Beach, California, where a large and enthusiastic crowd watched a virtuoso performance by Regazzoni, who beat Lauda by over 40 seconds.

It was at Jarama that the trouble really started, when Hunt won easily from Lauda but was disqualified because his McLaren was 1.8 cm too wide; two months later, however, he was reinstated - only to be excluded again (for a different reason) after winning at Brands Hatch!

Zolder brought another Ferrari 1-2 (Lauda, Regazzoni) with Laffite's Ligier-Talbot third, and at Monaco Lauda won again; at this stage he had 51 championship points to Hunt's 6. Scheckter won at Anderstorp in the 6-wheel Tyrrell, with Depailler second and Lauda third, but Hunt came back to win at Ricard, where both Ferraris broke their crankshafts.

The reason for Hunt's disqualification at Brands Hatch was that he was not still running when the race was stopped after a first corner incident; although he won, he thus had only the same number of points as before, 24, whereas Lauda - thanks to

the generosity of the Brands Hatch stewards - had 61.

After Lauda's accident on the second lap at the Nurburgring the race was re-run over the full distance, and Hunt led the whole way to win comfortably from Scheckter, Mass and Pace. The Oesterreichring brought a new winner in the shape of John Watson, who won comfortably from a battling Laffite, Nilsson and Hunt; Ferrari did not enter, and Scheckter crashed while well placed due to suspension failure.

Watson's Penske was in contention again at Zandvoort, but at the end of the day Hunt won from Regazzoni and Andretti, only 2.1 seconds separating first from third. Clearly Hunt was doing too well (with his Brands Hatch appeal pending he was only two points behind Lauda) and the Monza organisers found a way of handicapping him by declaring his fuel illegal during Saturday qualifying but allowing him to keep the times recorded in the wet on Friday; after a pantomime of withdrawals James somehow found himself in the race but at the back of the grid, and duly crashed trying to make up lost ground. The badly scarred Lauda qualified fifth and finished fourth, behind Peterson, Regazzoni and Laffite, and thereby increased his points lead to five - which became 17 when Hunt's Brands Hatch appeal was turned

down.

After falling foul of politics (i.e. money) in 1975, Mosport was back and produced another win for Hunt, with Lauda only eighth. Hunt won again at Watkins Glen, this time with Lauda third, so it was all down to Fuji; even after Lauda's withdrawal Hunt still had to finish third or better to become champion. He was actually on course to win until the track dried

*With five laps to go
Hunt was fifth, though
for all he knew he
could have been 50th!*

out, and dropped back to third to conserve his tyres all to no avail; one burst and he was forced to have all four changed.

With five laps to go Hunt was fifth, though for all he knew he could have been fiftieth! He passed two cars (Regazzoni's Ferrari and Jones's Surtees) and it was all over; it was not until he stopped and got out of the car that he discovered he had done enough to take the championship.

At the end of 1976 the Wolf team was formed, and made a dream debut

when Jody Scheckter won the first race of 1977, at Buenos Aires, from eleventh on the grid. Scheckter also won at Monaco and Mosport, but in 1978 the team had less success and its owner lost interest.

The big story of 1977 was how Lauda became World Champion again, with three wins and six seconds - and promptly left Ferrari with two races still to be run. Andretti had four wins but precious little else, Hunt had three, and Jones brought the Shadow team its one-and-only win in Austria; the season's other winners were Gunnar Nilsson, who subsequently died of cancer, and Reutemann.

There were further tragedies, with Tom Pryce being killed at Kyalami when a marshal ran across the track in front of him; the marshal died too. Shortly afterwards Carlos Pace was killed in an aircraft accident, and at Fuji in October a spectator and a marshal were killed; it was ten years before Formula 1 returned to Japan.

For Grand Prix motor racing the most significant event of 1977 was the arrival in mid season of the 1.5-litre turbocharged Renault. Some derided it, others tried to have it banned and the realists set about building the turbo engines which would be the major factor in Formula 1 for the next decade.

PE

Holland '77: Lauda and Ferrari back on top



Wolf at the door: Scheckter's winning start to 1977



GAULD MINE

This month:
Memories of
Bruce McLaren

One of the most popular features PE ran last year was on Bruce McLaren, founder of today's all-conquering F1 team. To mark the 20 years since Bruce died, Graham Gauld recalls his early impact on the motor racing scene.

Had he lived Bruce McLaren would have been 53 this year. Had he been a fly on the wall throughout all that has happened to his team these last 20 years, I am sure he would have been proud.

Because of my links with Jimmy Clark I got to know Bruce McLaren reasonably well shortly after he arrived in Britain to further his motor racing career. The fact that he was lumbered with Eoin Young as his secretary-cum-manager didn't seem to hold him back any (only joking!), and as anyone who knew him will tell you Bruce was one of those truly nice guys motor racing could do with just now.

Bruce always wanted to race, but compared to most people with the same idea he had a lot going against him. For a start he suffered from a rare disease called Legg-Perthes which hit him when he was nine. The cure back in those days was to put him in trac-

tion for months. Even though he was pronounced cured the damage done to his hip joint meant he would suffer a limp for the rest of his life. Even in hospital his will to race did not leave him: Bruce was the organiser of a nocturnal wheelchair race down the paths of the hospital grounds which ended with a multiple shunt in the flowerbeds.

Behind that chuckly-happy and boyish exterior lurked a will of iron. He was to become New Zealand's first "Driver to Europe" which brought him to Britain in the first place. He was 20, and repaired to the Cooper factory where John Cooper and his father took pity on him and mechanic Colin Bealand and allowed them to bunk up there while they built their F2 car.

The only story I will tell of his racing is when he raced in the F2 class at the German GP at the Nurburgring. In those days they ran F2 cars alongside their F1 counterparts to fill out the entry on that huge circuit. McLaren arrived and promptly won the F2 category, prompting one of my favourite quotes from Jack Brabham, who is alleged to have said: "I don't know, a couple of Arabs come over with three spanners and a spare wheel just to fill

up the entry list and then they win the bloody race...".

Two years later he became the youngest driver to win a World Championship F1 race, the US GP at Sebring, and he would win three more, as well as Le Mans in a Ford GT40 in 1966 and Sebring with Mario Andretti the following year. With one of his own first F1 cars he won the Belgian GP of 1968, Denny Hulme taking two victories in McLarens that same year while McLarens ruled the roost in CanAm racing, winning all 11 rounds of the 1969 series.

One personal story of Bruce will stay in my mind forever. It was a wet day at Snetterton in April 1964, back in the days when they ran non-Championship F1 races there. Bruce was entered in his Cooper as usual, but a young Scottish pal of mine was having his first F3 race for Ken Tyrrell - his name was Jackie Stewart. There was a free-for-all practice session, after which Bruce remarked: "Who the heck is that guy in the Cooper F3 car, he was going quicker than I was!" From then on Jackie and he became firm friends. Bruce McLaren's name lives on in motor racing - at the top, where it belongs.

PE



Left: 1959, Bruce enjoys the spoils of Sebring victory...
Right: ... which continue into the 1990's for his team



"You could sum up the place in one word - exciting," David Hobbs has been racing for 30 years and has driven on both the old and new Spa circuits. While at the 1989 Belgian Grand Prix working as a commentator for American ESPN TV, Hobbs talked about his memories of the old Spa.

In 1924 the first race was held at Spa. Run on public roads, the track, roughly the shape of a triangle, connected the villages of Francorchamps, Malmédy and Stavelot. Just over 14 km long, it was very fast and very dangerous.

So dangerous that the Grand Prix circus didn't return to the "old" Spa after 1970. Spa was rebuilt - shortened and made safer. In 1983 the Belgian Grand Prix returned to Spa. Unlike the new Nurburgring which has only its name in common with the old circuit, the revamped Spa maintained much of the daunting, high-speed challenge of the old classic.

The new 6.94 km Spa sweeps and plunges through the Ardennes forest. It's hard to see on TV or in photos, but when this track goes downhill, it goes DOWNHILL. And the same applies to the uphill sections.

"The big difference between then and now," Hobbs said, "was not only the length of the circuit - it was around nine miles and the current track is just over four miles long - but it was also extremely high speed. There was only

"Just a Regular Belgian Road": David Hobbs' Spa Memories

by
DAN KNUTSON

one slow corner, La Source hairpin, which is identical today. But other than that, the track was all sweepers.

"The first time I drove at Spa was in the 1967 1000 km race. I was in a Ford GT40 which I drove with Jochen Neerpasch, later to become team manager for the Mercedes Benz sports prototype team.

"The absolute ace sweeper of all times was the Masta Kink, which is at the end of the Masta straight on the

old road from Malmédy to Stavelot. It's a downhill straight probably a mile long. At the bottom of it you went left and right through this little village. There was no guardrail; just you, the car, the sidewalk and the houses.

"There was an extremely large utility pole on the exit of the right hander which you used as an exit marker point. You literally passed within inches of this pole. In a GT40 we were doing about 190 mph. It was incredibly exciting. I'm not sure that I would want to do it now!

"The Eau Rouge corner was very similar then to what it is now except that there were no run-off areas like now. After Eau Rouge you ran up the long, steep hill at 185 mph in a GT40. Instead of slowing down now like they do for the Malmédy/Les Combes chicane, you went over the top of the hill. As you crested the hill, the road swung left and you started to go downhill again. After going left through Les Combes, you then started to swerve right when you went through the tiny village of Burnenville.

"The Burnenville was a long right hander. It actually went through more than 90 degrees, but it took about three-quarters of a mile to do it. It was all at incredibly high speeds.

"In those days it was just a regular Belgian road. So it was extremely narrow, very badly surfaced and had no edge to it at all.

It just stopped with a bit of grass, then a ditch and a barbed wire fence. Things like apple trees and sheep and cows just stood there and watched you whistle by. There was no run-off area. No guardrail.

"On the apex of Burnenville was a little row of cottages. The people used to sit on the sidewalk right outside their front door, having a glass of beer and a sandwich, and watching you go by right at their feet. You sort of apexed on their right knee. It was absolutely incredible.

In those days in the rain it was really, really terrifying because the speeds were so high.

"The 1967 1000 km was not very successful for me. I did only a few laps, and then the car quit on the way from Stavelot to La Source. I pulled into this guy's driveway. I went inside with the owner of the house and watched the rest of the race on TV while the cars were rushing by the front door.

"The following year I came back for the 1000 km. I drove the Gulf Wyer GT40, which was a much better car than the one I had driven in '67. It rained for the entire 1000 km. It was a miserable, miserable experience. Jackie Ickx and Brian Redman ran away with the race. Paul Hawkins and I came in fourth in the sister car.

"Jochen Neerpasch was in a Porsche. I came up to pass him. I was sizing him up and really didn't have the guts to go by him when I should have. So there I was stuck in a cloud of spray. We came around Burnenville and I decided to pass him, but before I could, he spun.

"He went round and round and round and ran into the local bus stop which was a little plastic and glass and concrete shelter. Jochen disappeared in a shower of Porsche and bus stop bits. That put me up another place in the race and on we went.

"Denny Hulme, being one of those laconic New Zealanders, said to me 20 years ago: 'Rain at Spa? Park it.' In those days in the rain it was really, really terrifying because the speeds were so high.

"From Stavelot back to La Source (the hairpin near Francorchamps) it was all uphill and included the current Blanchimont corners - two left hand sweepers. Then again you swept

right, but you didn't go into the bus stop chicane like they do today. That last left hand sweeper, which is just before the new Formula One pits and La Source hairpin, was really frightening.

"When the Porsche 917S came here in 1971, Pedro Rodriguez set a lap average of over 160 mph in what was basically a Group C or IMSA car of the time with about 500 horsepower. (Senna's pole time in 1989 was 140 mph/225 km/h.)

"The new track still has some very daunting corners - Pouhon and Eau Rouge. (Pouhon is a new corner on the modified track.)

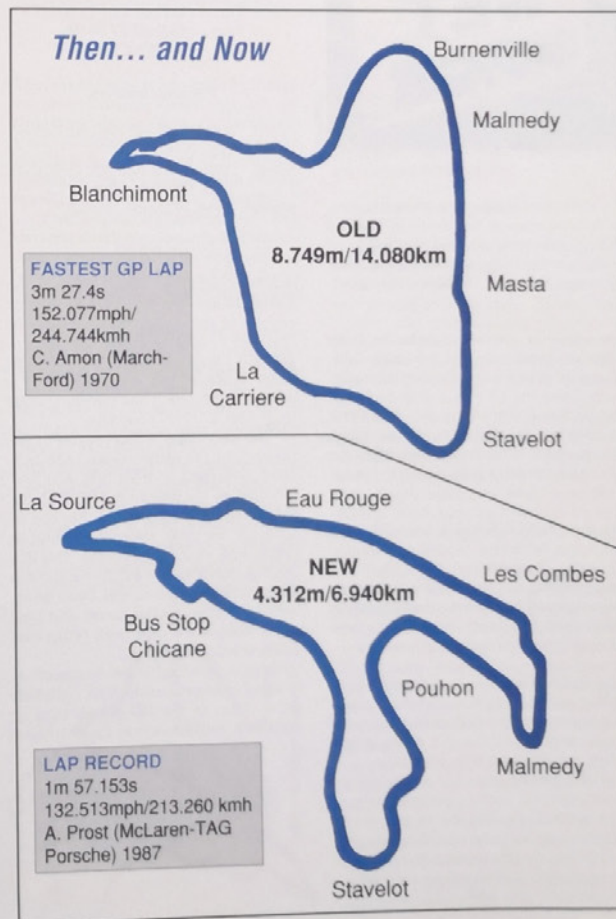
"Pouhon is a long, double apex left-hander. It's extremely quick.

These Formula One guys take it in fifth gear and just snatch sixth as they exit. One of the most frightening corners in racing is Eau Rouge. You approach it downhill and pick up tremendous speed. At the base of the hill the track swerves left, and then sweeps to the right as you rush up a very steep hill. Really you just aim and fire.

"Now, of course, we have a fair bit of run-off at Eau Rouge, plus a gravel trap, tyre wall and guardrail. It does make a lot of difference in your general feeling of confidence. The corners are well marked with the red and white curbs. There's more run-off area. The whole thing is quite a safe circuit now."

PE

Still a fearsome prospect: Eau Rouge



One-Track-Mind

COMING UP IN AUGUST... THE BELGIAN GRAND PRIX



Getting there

Spa-Francorchamps, as its name suggests, is located close to the towns of Spa and Francorchamps, 30 kms south-east of Liege, with main access to the track through the town of Francorchamps itself.

By car: from the West, make for Liege (British visitors will find the Calais-Lille-Liege drive very easy on splendid motorways) and the E5 to Verviers. From the South, head for Malmédy, then Francorchamps. The circuit is well signposted, access easy. It should be comfortably under three hours' drive from Calais to the circuit.

By train/bus: Liege, easily accessible from all points of Europe, is linked by train to Verviers (Aachen-Liege-Paris line). The trip takes about 20 minutes; Verviers-Spa takes about the same time, then it's a short taxi trip to the circuit. Bus services from Verviers and Spa are infrequent.

By air: Brussels' Zaventem airport has all international connections, while Liege has a domestic airport, as does Luxembourg. Light aircraft can also put down at Spa itself, just five kms from the track.

Most people converge on Spa by car, creating some traffic problems on race day particularly, but the nearby major arteries help keep the system unclogged. In Spa's frequently wet weather, the local car parks quickly become seas of mud, so choose your spot with care.

Circuit de Spa-Francorchamps
Circuit House
Route de l'Eau Rouge
280
4878 Francorchamps
Belgium

Tel: (32) 87 27 51 38
Fax: (32) 87 27 52 96
Tlx: 49 271 CISPFR B

Previous winners:

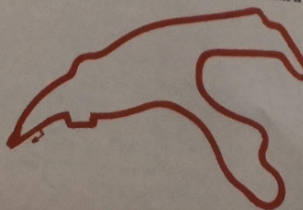
Prost (1983, Renault; 1987, McLaren-TAG Porsche)
Senna (1985, Lotus-Renault; 1988 and 1989, McLaren-Honda)
Mansell (1986, Williams-Honda)

The circuit

Spa-Francorchamps, though no longer the 8-mile/14-kms test it used to be, retains enough of the old circuit's magnificent character to be a favourite with drivers and spectators alike. Set in the rolling countryside of the Ardennes, it is a wooded, undulating and sweeping challenge over 4.312 m/6.940 kms.

The start offers a short sprint to the slow right-hand hairpin called La Source, taken in second or even first gear and followed by the plunge downhill on the old pit straight, up through the box to sixth for the most awesome feature in Grand Prix racing: Eau Rouge. This is a left flick downhill into a right-hand climb up into the Raidillon, and from down below (go through the tunnel and look up) it looks like a sheer wall facing cars doing around 180 mph.

Long uphill climb to the chicane at Les Combes, change down to third, right-left-right, down to the 180-degree right at Malmédy, back down from fourth to third



Last year's winner:
Ayrton Senna, McLaren-Honda.

again. Up to sixth, back to fifth for the new corner at Pouhon on the way down from the highest point of the circuit.

The chicane at Les Fagnes is not slow (about 100 mph), then into the long right-hand sweep through Stavelot, fourth-third-fourth-fifth-sixth. Gentle left-hander, then into the well-named Bus Stop chicane before emerging again on to the new pit straight. The whole thing should take a few seconds under two minutes...

Being there

Hotels abound in the small towns around the circuit, but the drive to and from the track will be slow on the twisting roads of the Ardennes. Verviers is a reasonable bet, though farther afield Aachen or Liege may offer more high-class accommodation. Small fees guarantee local camping spots, but don't look for all mod cons.

A must for any Spa visitor are the stalls selling "frites", or French fries, which with mayonnaise and a view of Eau Rouge are just sensational. Belgian cuisine, however, is much underrated, and there are a number of excellent restaurants within a short drive of the track, such as L'Auberge in the town of Spa, a charming health resort. Model collectors will enjoy the shop at the corner in Francorchamps en route to La Source!

Spa is an excellent pretext to savour a few days in the historic and spectacular scenery of the Ardennes, as well as being one of the few places where car and driver can stretch their legs on a circuit with sweeping, high-speed curves and fascinating contours. For many, this is THE race of the year.

COMING UP IN AUGUST... THE HUNGARIAN GRAND PRIX



(Dominique Leoy)

Hungaroring
Forma 1
2146 Mogyorod
Pfd 10
Hungary

Tel: (36) 1 532 640
Tlx: 223 030

Tickets: APM, c/o Allsport Management Case Postale 415 CH-1215 Geneva 15 Switzerland

Previous winners

Piquet (1986-87, Williams-Honda), Senna (1988, McLaren-Honda), Mansell (1989, Ferrari)

Getting there

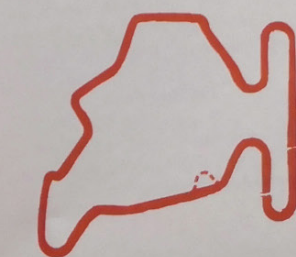
First used by Grand Prix cars in 1986, the Hungaroring is 20 kms north-east of the Hungarian capital Budapest, 250 kms to the east of Vienna.

By car: take the M3 out of Budapest in the direction of Miskolc. The circuit is well sign-posted from the centre of Budapest itself - in fact from the country's borders - and on the M3. The track lies only a few hundred metres off the road, and users of the M3 will park in any of car parks 2/3/4 (50 forints a day). There is also a ring road that allows latecomers to avoid the city centre. From the west, i.e. Vienna, E75/E5 lead to Budapest.

By train/bus: Anyone contemplating the cross-Europe trip should go by rail to Vienna, whose Westbahnhof has frequent services to Budapest (about 4 hours). Once in Budapest, you will find local trains (HEV) running from Ors Vezer Place to a station close to the circuit every 10 to 20 minutes. From the city's Arpad Bridge (accessible by metro line 3) a special bus service operates during GP weekend.

By air: Budapest's international airport connects to worldwide destinations. Called Budapest Ferihegy, it is south-east of the city centre. The forgetful can purchase an entry visa before going through customs formalities within the airport itself.

The Hungaroring attracts a huge volume of traffic for GP weekend, and even with the proximity of excellent highways there is always severe congestion on race morning - and when you try to get out of the circuit again. Train or bus are options well worth considering for the Sunday.



Last year's winner:
Nigel Mansell, Ferrari

The circuit

The Hungaroring is a purpose-built facility, set in excellent viewing terrain, and combining the qualities of a permanent track with some of the problems of a street circuit. It is, in fact, one of the slowest venues on the F1 calendar, with average speeds under those seen at Adelaide.

The Hungaroring has seven right-handers and six left-handers in its 2.465 miles/3.967 kms, the length of the circuit revised when the little chicane soon after the pit straight on the downhill section was taken out.

Good grid positions count for a lot, as overtaking is tricky on a circuit which offers minimal grip off the racing line. At the end of the pit straight - the only one on the circuit - the drivers select third gear for the hard right-hander, decelerating from 180mph over the start/finish line. Fourth and fifth on the short straight section, then back to third for a tight left-hander preceding another short straight.

Right turn in third, up to fourth and fifth, a sweeping right-hander in fourth, then down to second on entry to the twiddly stuff out the back, third-fourth, third-

fourth again left and right, briefly taking fifth on the short straight out the back before a long right-hander that leads into the slowly unwinding left-hander, taken at about 80mph on the way up to turn right on to the pit straight again: third into the corner, fourth-fifth-sixth as they accelerate across the line.

Being there

Accommodation is relatively plentiful, but booking is wise, through one of the tourist offices called IBUSZ. Hotels range from low-profile to high-gloss Hiltons and Hyatts, and currency can pose minor problems - beware of the streetdealers, opt for the hotel instead. American dollars will always make you a welcome visitor.

Camp sites at the track are under great pressure from visitors from East and West, so early arrival is a must. Facilities are basic but fairly well organised. The circuit and nearby village of Mogyorod have several snack bars, and there is usually lots of social activity around the camp sites.

Budapest is one of Europe's most splendid cities, one of the genuine meeting-points of East and West, with Byzantine influences on some of its architecture, and the magnificent sweep of the Danube and its many bridges acting as a magnet to the tourist. Local needlework makes an inexpensive souvenir, while tourist shops abound. Some of the restaurants can be a bit doubtful, but the Gundel (by the main square on the way out to the track) and the Alabardos on the other side of the river rank with the best.

All in all, a fascinating weekend for the visitor to Budapest. The circuit may be slow, but commands attention and usually produces close racing - but it can get very crowded.

FORMULA FUN

Model Pit Stop

New in the shops

Now the real racing has started, so has the flow of 1990 F1 models, and once again Meri Kits seem to be first off the grid.

With the new Tyrrell and McLaren due in the shops any day now, Tameo have already released the early-season Ferrari of Prost and Mansell, which should be available at your local specialist model shop now.

Other new models on the scene at the moment include a 1/20 scale model by Tamiya of the late-season Ferrari F189. This goes well with the Brazil car they released a few months ago; price once again is £9.99 in the UK.

Up in smoke?

Rumour has it that the Onyx range of die-cast F1 cars may soon be removed from UK shelves - or the models which carry tobacco advertising will, because these are classed as toys. This information came to me from someone high up in one of the aforesaid tobacco companies, and if it turns out to be correct the models on the shelves at the moment will become collectors' items in years to come...

Another Italian Ferrari Specialist

Another company producing a wide range of F1 scale models is Protar, again from Italy. Most of the range, predictably enough, covers Ferrari racing cars. The scale ranges from 1/24 to 1/12; the kits also come in various forms - part-plastic, part-metal kits, or all-plastic. Protar's 1/12 scale range are all very good quality and come with lift-off bodywork and engine wiring. Prices start at around £9.99 for 1/24 scale, £30.00 for 1/12. The latter size includes the McLaren MP4/2C and Ferrari 312T/T2/T3/T4. Well worth looking out for - a main Protar stockist is Arney and Taylor, with a shop at Brands Hatch.

Etched on the Memory

A different side to the Tameo range of 1/43 scale products is the photo-etched spares they make. These range from seatbelts to tv cameras for the cars and spare wheel sets. Amazing what you can do to an everyday kit just by adding Tameo wheels... The range is listed in their free catalogue called, improbably enough, Turtle Soup. Ask for one from your dealer.

Pit Stop Press

The following kits, all in 1/43 scale, are due for release in July, just in time for the British Grand Prix:

Williams FW13

Lotus 102T

Tyrrell 019 gull front wing

Benetton B190

Brabham BT58

A little bird tells me the Tyrrell will also be available in 1/8 scale later in the year at around £99 per kit - more news in later issues.

Kit-finding Service

Still trying to find an old Tyrrell 007 or Williams FW07B - or how about a Ferrari 312 six-wheeler? If you write to me c/o *Prix Editions* with a list of your wants and the scale required, we will try to find it for you.

And you folks out there who have old, unmade racing kits which you want to sell or exchange, once again write to me at *Prix Editions*. You never know, someone may be looking for the very kit you bought and now wish you hadn't!

Next month - back-of-the-grid cars, and an in-depth look at the Williams turbo era.

Allen Syms
Just Cars Anyway

Answers to Quiz no. 3 - 1987

1. Capelli 2. San Marino 3. Belgium 4. Danner 5. Forini 6. 4 - France/Gt Britain/Austria/Mexico 7. Mexico 8. Modified- & illegal brake ducts 9. Lola 10. Stefan Johansson

Winners

1st Prize: Mr P.C. Hough, Isleworth

2nd Prize: Tim Doe, Exeter

3rd Prize: Xavier Hodin, Habay la Vieille

Duke Marketing have generously donated video prizes to 10 lucky winners each month. Each winner will receive a copy of "Havoc Nine" and "Formula One '89"; and a model from Just Cars Anyway is also on offer to one of the runners-up.

Now for this month's quiz which is all about 1985. Answer correctly the 10 questions in our special panel and you could be in line for a video treat!

Send your answers ON A POST-CARD to:

Formula Fun (August)

First Frost Limited,

Lyon Road, Windsor Avenue,

Wimbledon

SW19 2SE

to reach us by 24th August

Answers in our October issue

A Sideways Look at 1985

1. Who was sacked after just one race of the season for Ferrari?
2. Why was Alain Prost disqualified after "winning" the San Marino GP?
3. Where did Pirelli score their first GP win for almost 30 years?
4. How did Keke Rosberg make history at Silverstone?
5. Who took pole position Germany - the first of his career?
6. Where did Ayrton Senna score the SECOND win of his career?
7. Who deputised for Niki Lauda in the second McLaren at Brands Hatch?
8. Two circuits staged their last GP. Name both.
9. Where did Marc Surer score the final point of his F1 career?
10. At only one race did one team monopolise the front row of the grid. Where, who?

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Please write to Denise for details

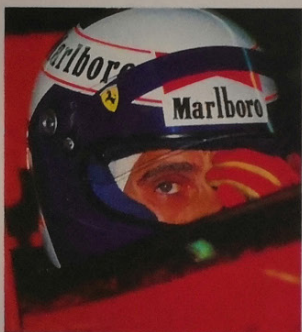
Thanks for your excellent response to our Canon photo competition in PE 4/5. We thought we'd give you a tight deadline, like the ones the professionals face - and you didn't let us down!



"I don't think he likes champagne sprayed all over his camera"

PIT FALLS

Life on the pit lane's lighter side



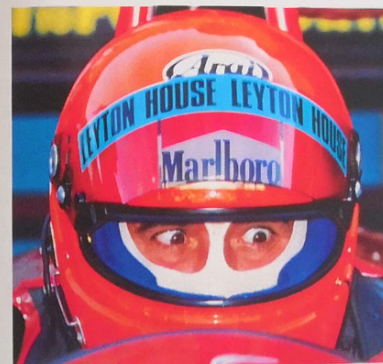
In the land of the blind the one-eyed man is king... That may be one explanation of Alain Prost's decision to keep one of his hidden. On the other hand, it may be because he's slightly embarrassed by what's happening to his team mate in our next picture...

...We all know it can be a tight fit down there in one of these new F1 cockpits, what with seat belts and other paraphernalia. But what exactly are these two Ferrari mechanics up to, and why is Nigel Mansell closing not just one eye but both? The agony and the ecstasy...

Doctor Who meets the son of Darth Vader, as high-tech comes to Grand Prix racing in a big way. Or have the aliens come to investigate the curious world of F1? Is it the new gear to protect winning drivers from the rostrum champagne? All just part of the scene at Monaco...



The Senna secret is out: no wonder the guy keeps winning and taking pole positions - he's clearly taken to heart the old adage that two heads are better than one!



Where there's Life there's hope, they say, and Bruno Giacomelli seems to have found something to get excited about despite the Italian team's consistent failure to put in a few laps, never mind pre-qualify. Or has he sat in something unspeakable?

We've heard of wet races, but this is ridiculous. Actually, the annual mechanics' raft race across the Olympic rowing lake behind the Montreal pad-dock was very much in harmony with F1 itself: bitter recriminations, accusations of cheating, protests lodged... Ferrari, as always, were well to the fore, but for the wrong reason: they had the cheek to install an engine on their improvised craft and simply drove away from the opposition, notably Tyrrell, whose protests fell on deaf ears.



A.....Z OF FORMULA ONE

DALLARA: Italian Grand Prix team, now cunningly disguised as Scuderia Italia, formed by Giuseppe Lucchini and engineer Giampaolo Dallara and based in Brescia. Dallara was the designer of the De Tomaso cars with which Frank Williams first entered the sport. The Brixia Motor Sport (BMS) Dallara of 1988 was a Sergio Rinland design piloted by highly-promising Alex Caffi, joined in 1989 by Andrea De Cesaris. Andrea's 1990 partner is Emanuele Pirro. First points for the team: Monaco 1989 (Caffi), first rostrum for De Cesaris' 3rd place in Canada 1989.

DALLAS: US circuit not destined to be as long-running as its name might have suggested. Venue for the 67-lap 1984 US GP won by Keke Rosberg (Williams-Honda), with Nigel Mansell (Lotus-Renault) on pole and finishing 6th. Has not graced (?) the FI calendar again.

DALMAS, Yannick: French driver, born 1961. GP debut Mexico 1937 (Lola), with whom he stayed in 1988 and first half of 1989 before joining AGS. Best result: 5th Australia 1987 (Lola), though the points were not awarded as Lola had entered only one car.

DALY, Derek: Irish, born 1953. GP debut GB 1978 (Ensign), for whom he drove 10 races prior to joining Tyrrell in mid-1979 and stayed another full season. Other teams: March (1981), Theodore (1982), Williams (2 races in 1982). Best result: 4th twice (Argentina and GB 1980, Tyrrell), but probably best remembered for some fairly spectacular accidents.

DANNER, Christian: German, born 1958. GP debut Belgium 1985 (Zakspeed), with whom he also contested that year's European GP. Joined Osella 1986 for 5 races, then went to Arrows. Full season with Zakspeed 1987, missed the 1988 FI season, resumed in 1989 with Rial but was summarily dismissed after 4 races despite 4th place at Phoenix - his best result in 36 races.



Christian Danner

DE ADAMICH, Andrea: Italian, born 1941. GP debut: South Africa 1968 (Ferrari). Other teams: McLaren (4 races 1970), March (7 races 1971), Surtees (1972 and 1 race 1973), Brabham (5 races 1973). Best result: 4th twice (Spain 1972 Surtees, Belgium 1973 Brabham).

DE ANGELIS, Elio: Italian, born 1958, killed in testing at Le Castellet in 1986. GP debut Argentina 1979 (Shadow). Other teams: Lotus (1980-85), Brabham (1986). 108 races, 3 poles, 2 victories: Austria 1982, San Marino 1985, both for Lotus. Consistent and considerate - one of the true gentlemen to have graced FI.

DE CESARIS, Andrea: Italian, born 1959. GP debut Canada 1980 (Alfa Romeo). Teams: McLaren (1981), Alfa Romeo (1982-83), Ligier (1984-85), Minardi (1986), Brabham (1987), Rial (1988) and, since 1989, Dallara. 138 races to San Marino 1990; 1 pole (USA 1982), 1 fastest lap. Best result: 2nd twice (Germany and South Africa 1982, Alfa Romeo). Renowned as mobile chicane and for spectacular accidents that have earned him the nickname De Crasharis.

DENNIS, Ron: English team manager, born 1947. Former Cooper mechanic who also worked with Jack Brabham, now the role model for the team manager of the 80's and 90's. Began as F2 entrant 1970, became joint MD of McLaren International 1980, created the crucial links with such companies as Marlboro (Philip Morris), Porsche and of course Honda.

DEPAILLER, Patrick: French, born 1944, killed in testing at Hockenheim in '80. GP debut France '72 (Tyrrell), joined that team full-time '74 and stayed through '78 before moving to Ligier (1979) and Alfa Romeo (1980). 95 races, 1 pole (Sweden '74 - he was the first Frenchman to start from pole since '50), 4 fastest laps, 2 wins: Monaco '78 (Tyrrell), Spain '79 (Ligier).

DE TOMASO, Alessandro: Italian constructor who flirted briefly with FI in 1961, returning on a more considered basis in 1970 as a one-car team run by Frank Williams. Heart went out of the enterprise when Piers Courage was killed at Zandvoort that year.

DETROIT: Motown itself, venue for FI races 1982-88 until replaced by Phoenix. First GP winner there was John Watson's McLaren, but Ayrton Senna took the last three, two of them for Lotus. Distinguished by the imposing Renaissance Center, symbol of (theoretical) urban renewal, but the track itself was a dismal set of right angles which few drivers enjoyed -

DONINGTON PARK: UK circuit in Leicestershire, scene of the "Clash of the Titans" in the 30's when Mercedes and Auto Union first made the British public aware of GP racing at its finest. Names like Rosemeyer and Nuvolari are closely linked to Donington, the shortened, modern version of which, under the direction of Tom Wheatcroft, has successfully staged bike racing and WSPC events. With evocative names like Redgate, Melbourne Hairpin and Coppice, and a world-class motor museum, Donington retains its ambition of bringing the British GP back to its first home.

Patrick Depailler, killed at Hockenheim in 1980



American Mark Donohue, victim of a fatal accident in Austria, 1975

DONNELLY, Martin: British, born 1964. GP debut France 1989 (Arrows), his only race before joining Lotus full-time in 1990 as number 2 to Derek Warwick.

DONOHUE, Mark: American, born 1937, killed in warm-up for 1975 Austrian GP, an accident that gave rise to lengthy litigation. GP debut Canada 1971 (McLaren); returned to FI 1974 with Penske, for whom he drove 13 of his 14 races. Best result: 3rd, Canada 1971 (McLaren). Indianapolis winner 1972.

DUMFRIES, Johnny: British, born 1958. GP debut Brazil 1986 (Lotus), completed full season with that team before losing his FI drive. Best result: 5th, Hungary 1986. Talented driver, a fact often masked by the aristocratic background he worked so hard to play down.

Martin Donnelly



A B C **D** E F G H I J K L M

N O P Q R S T U V W X Y Z

The Last Word

This month's trunk call from our big-eared friend in the F1 paddock

Dear Editor,

As promised here is my interview with a Ferrari spokesman after their one-two finish in Mexico. "Well what can I say? This game is all about being first past the flag and that's what all the lads worked for here today. You got to hand it to them, it were magic. Prosty was just fantastic - the boy done good. We ran the 1-1 formation with Mazza up front first but after chatting with Stevie, our three million dollar signing from Woking United, Prosty opted for the softer studs, and well what can I say, it was the right strat... stratt... plan. Yeah, I'm over the moon. I thought we might get a professional foul when Nigsy and the lanky Austrian Number 28 both went for the same corner, but Nigsy played the curve not the man. The McLaren lads just didn't have the pace, Gerty even had to come off early for new boots. And the Brazilian, well what can I say - probably sick as an Amazonian Blue, if you'll allow me a little jigrafical bonn mott. Basically on the day, we asked the big question and they didn't have the answers."

Forgive me for the above, dear reader, but I am still suffering from acute "Team Manager Quoteitis" after the World Cup. I am still on medication as my doctor informs me that it could recur in four years' time. Indeed football did seem to be the main attraction in the press office during the qualifying days in Mexico, with all the televisions tuned to Italy rather than the track. FISA Press Officer Francesco Longanesi took exception to this. "I have not installed these TVs for you to watch football" he said, switching the picture back to the track. The effect of this school-masterly show of force was somewhat spoilt when he then turned to inspect the painting of the press conference podium only to fall posterior over elbow on the white paint spilt by the Mexican Michaelangelos. Naturally the

press showed great concern for his well-being! We might have taken more interest in Friday's qualifying coverage if the in-car cameras had been working. However, circuit owners the brothers Abed had "borrowed" the FOCA helicopter, used to capture the camera signal, to ferry VIP guests to and from the track.

I was amused at press reaction to Nelson Piquet's fine drive in the Canadian Grand Prix. After all why should we be surprised when a three times World Champion, working with John Barnard and the might of the Ford Motor Company manages to come second? But reports in the papers would have you believe that the much crucified Nelson had returned from the dead. I personally looked at his hands after the race and I can assure you that there were no signs of the stigmata. But enough of biblical references, they are totally inappropriate in a Grand Prix magazine, as I would challenge anyone to walk through a Formula One paddock and find three wise men and a virgin; ask which Biblical character slayed his enemies with the jaw bone of an ass and probably the only answer you will get is Fred Flinstone.

I must thank the Benetton family for showing me what it means to be seriously rich. Luciano Benetton and two of his sons came all the way from Italy to attend the Mexican Grand Prix and then spent all their time in the team's hospitality unit watching the TV coverage of the World Cup from Italy. A sort of millionaire's version of "I'm just going down the pub to watch the game two".

Every dog has its day, so the saying goes and one Mexican mutt certainly achieved notoriety by stopping Sunday's warm-up as it ran across the track. Proving that the British are a

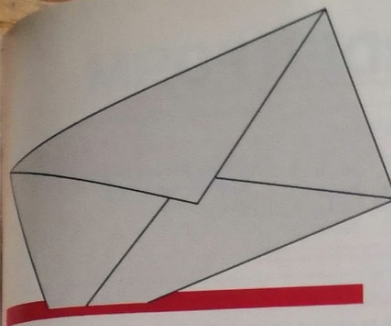
nation of dog lovers it was Nigel Mansell who stood in the middle of the pit lane to stop the session. Despite being at a race track this was no lap dog, the huge brute was finally cornered by armed police at which point we were unable to see how and in what condition he was removed. Rest assured that I checked the contents of my enchiladas very carefully in the restaurant that night.

Whoever said "it is better to travel than to arrive" had obviously never used the airline company that I was unfortunate enough to use for part of my return journey from Mexico. After taking us through a particularly nasty five minutes of turbulence, the captain switched on the public address system to announce that the rough patch was past and all was now OK. Not realising that he had forgotten to turn off his microphone he then admitted that what he could really do with right now was a cold beer and what, in polite terms, I can only describe as a sexual favour. At this moment a quick-witted stewardess rushed towards the cockpit to switch off the microphone before the captain could disclose any more of his vices. As she came past me the temptation was too great. I grabbed her arm and said "Excuse me miss, but you've forgotten the cold beer". Ah well, life goes on even if Gary Brabham and Bruno Giacomelli have proved otherwise.

Jumbo



JUMBO



Letters to the Editor

Help needed, not sympathy

I am an absolute fanatic about motor sport. I have been all my life, with a passion almost beyond rivalry. I have not missed a Grand Prix since 1966. Imagine my concern at having "my" sport taken away from me by retinal haemorrhages which have left me "partially sighted".

The point of this letter is not to attract sympathy, but attention. As the saying goes, "A little help is worth a deal of sympathy", and it is my belief that much more can be done to help disabled sports fans in this country - whatever the sport, whatever the disability.

Through the columns of your excellent publication, I would like to invite comment and consideration from organising bodies, circuit owners, the motoring press and anyone in a position to assist in starting a national campaign to improve facilities for the disabled at motor racing venues.

Being visually handicapped or partially sighted does not mean a person cannot see: they need to be nearer, or have things magnified. They see a picture that has its centre and/or other areas rubbed out. It may mean they see what a normally-sighted person sees, but the images are bent or wavy. It does not mean they should have to stay at home and cease to be involved in things that mean a lot.

I would like to hear, by letter or telephone, from others in a similar situation. I would also welcome help and advice from those best equipped to give it - and that means you, Silverstone, Brands Hatch and all the other circuits. I've supported you for a quarter of a century, now I'm asking you to come out and help me!

M J Parsons
10 Waterside Way
Middlewich
Cheshire CW10 9HP
tel 0606 84 4942

The acceptable face

You may be interested to hear of another facet to a Formula 1 team - a human aspect to remind us it's not all business, money and competition! I recently wrote to Leyton House Racing hoping they might in some way help give a young fan of theirs something to look forward to while he battles with grief following the death (while cycling) of his only brother.

Their generosity staggered us all. They sent a team sweater; showed the family and myself round the factory (a fascinating experience); and invited us to join them in the Silverstone pits on June 28 for FOCA testing. It was a wonderful day, meeting many of the drivers and seeing the huge amount of effort that goes on behind the scenes; the boy

afterwards claimed it was the best outing he has been on. The generosity and caring attitude of the Leyton House team, and in particular of Commercial Manager Les McTaggart, has helped the family through the first horrendous months of their loss.

I would welcome the opportunity of having Leyton House's kindness publicly recognized - they deserve it, and we wish them well in future Grand Prix racing.

Susan B J Taylor (Mrs)
Huntingdon

Is there anybody out there?

I recently succeeded in the first stage of my ambition to become the next F1 champion thanks to an AUTOWINDSCREENS First Time racing scholarship. On May 19th I entered a talent competition for would-be racing drivers.

The schedule included experience of the course, speed and control in a Golf GTi 16-valve with an instructor, followed by driving a Formula Ford 1600 single-seater. From then on you were on your own, with timed laps in the FFI600 as the final assessment. A week later I was recalled for a second trial at First Time Racing's HQ on July 12th. Maybe my dream of being World Champion is going to come true...

I know if I'm going to succeed I'm going to need help. Determination and ability will not be enough; I will need as much publicity as I can get. Do you think your readers would like to follow my success? I would really appreciate their support and following. Please use my letter to encourage and promote any potential F1 driver.

Guy Woodward
Stratford

Always willing to listen to a plea from the heart - now over to you! [Ed.]

How to make a pre-qualified success of F1

I remain baffled by the pre-qualifying imbroglio. Why is it necessary? Why are the fields restricted to 26 at all circuits? I remember when Monaco was restricted to 16, but bigger courses like Silverstone, the Nurburgring and Monza used to accommodate huge entries. The rule then, I think, was that a track could have one car per tenth of a mile of circuit length. I do not recall any problems of congestion.

As to the pre-qualifying sessions themselves, nobody likes them and they are disastrous for teams that do not make it. What use are they to sponsors? Crowds do not even get to see those teams in official practice. The effect must be totally counter-productive. Would Williams be here today if there had been pre-qualifying in the 70's?

Prix Editions welcomes correspondence from readers on topics of Formula 1 interest. Letters may be reproduced in whole or in part; their appearance does not imply agreement with the views expressed. Write to The Editor, Prix Editions, First Frost Ltd, Lyon Road, Windsor Avenue, Wimbledon SW19 2SE, or Prix Editions, 102 Greenhill Road, Unley, South Australia 5061.

On some circuits there will be limitations, but in those cases could there not be a "Second Division" race as a curtain-raiser, for the non-qualifiers? By providing racing it would help make the drivers and teams involved more competitive, and would give sponsors exposure before crowds and perhaps even TV cameras.

Robert Albon
Balmain East, NSW

Photo advice for the amateur GP punter

I read the splendid article "Photography in the Fast Lane" in a previous Australian issue and felt the view from the other end of the spectrum - the paying spectator - should be expressed. I thought the piece ended on rather a down note - a pessimistic outlook for the average punter.

In five years of attending the Adelaide Grand Prix I have always purchased just the general admission ticket and yet have been able to take many good F1 pictures despite not having the luxury of expensive equipment, grandstand seating or pit lane pass.

Some of the easiest and most effective shots can be obtained through gaps in the catch wiring by lining up the camera lens with the apex of the nearest corner, focusing on a point at the apex of the road - and waiting!

For good cockpit close-ups, pan the camera and shoot as the car is opposite a raised section of fencing in the braking area of the 90-degree corners.

Eager amateur photographers should watch for drivers walking (or sprinting!) along between the spectator and catch fencing, or be prepared to scabble underneath the odd grandstand to snap a driver who has spun out and hopped over the wall to safety.

Finally, a terrific opportunity presents itself at the very end of race day. Whilst fans are haggling over sweaty mechanics' shirts at the pit auction, jog down to *parc ferme* at Foster's Corner for excellent opportunities to photograph the race finishers.

The most valuable asset of the amateur GP photographer is a strong pair of legs - and a little time spent on positioning strategies. With these in mind, the general punter should always be on the move in the quest for the best shots...

Stewart Clark
East Malvern
Victoria

Stewart included some excellent prints (we only use 35mm transparencies), so we can vouch for the results of his work [Ed].

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1983 BOXER 512BB
1983 BOXER 512BB
1977 BOXER 512 BB
1971 360GT/4 SPYDER Conv.
1969 360GT 2 2
1969 360GT 2 2
1967 330 GT
1967 330GT 2 2,
single headlamps
1967 412A
1964 400 2 Spd
1961 400A Convertible
1989 Mondial Cabriolet T
1988 MONDIAL CABRIOLET
OV 3.2
1985 MONDIAL CABRIOLET
1982 308 GTB
1977 308 GTB RACE CAR,
FIBERGLASS
1969 250 GT PININ FARINA CPE
1968 250GT PININ FARINA CPE
1967 275 GTB/4

LAMBORGHINI

1988 COUNTACH
1980 JALPA
1971 ESPADA
1968 400 GT 2 2
1967 400 GT 2 2

MASERATI

1972 MEXICO
1967 MISTRAL

JAGUAR

1974 XKE III V12
1974 XKE III V12

RED/BLACK
RED/TAN
RED/BLACK
BLACK/BLACK
BLACK/TAN
RED/TAN
RED/BLACK
RED/TAN
BURGUNDY/TAN
BLUE/RED
BLACK/RED
RED/BLACK
WHITE/WHITE
BLUE/TAN
GREY/TAN
RED/TAN
RED/TAN
SILVER/TAN
WHY/BLUE
BLACK/BLACK
RED/BLACK
SILVER/RED
RED/RED
YELLOW/BLACK

ROLLS-ROYCE

1987 CORNICHE
1987 CORNICHE
1984 CORNICHE, '90 UPDATES
1984 CORNICHE
1983 CORNICHE
1982 CORNICHE
1979 CORNICHE
1988 SPUR
1988 SPUR
1987 1/2 SPUR
1987 1/2 SPUR
1986 SPUR
1986 SPUR
1985 SPUR
1985 SPRINT
1977 WRAITH
1965 PARK WARD
20-23

ASTON MARTIN

1976 DBS, V8
1969 DBS, RHD
1966 DBS, RHD
1971 V8 COUPE
1968 VOLANTE Convertible

BENTLEY

1969 MULSanne
1964 S3, RHD
1961 S2, 2-TONE
1952 JAMES YOUNG, RHD
1964 PARK WARD Conv, RHD,
UK Taxes Pd

GREEN/TAN
GREEN/BLACK
BURGUNDY/TAN
YELLOW/BLACK
BLUE/BLACK
RED/TAN

BLACK/TAN
WHITE/CREAM
BLACK/RED
MAGNOLIA/TAN
LIL/BLUE
NUTMEG BEIGE/TAN
WHITE/TAN
DOYSTER/TAN
BLACK/MAGNOLIA
CHESTNUT/BROWN
SILVER/SAND/TAN
RED/TAN
BROWN/BLACK
BLACK/TAN
BLACK/TAN
WHITE/BLUE
WALNUT/TAN
BLACK

BROWN/BEIGE
WHITE/BLACK
RED/RED
BLUE/BLUE
GREY/GREY

MERCEDES-BENZ

1929 300B Conv
1960 300 SL
1957 300 SL
1956 GULLWING
1955 GULLWING
1955 GULLWING
1955 GULLWING
1950 190 SL, Hardtop
1968 600 SWB
1990 500SL n. NEW

EXCALIBUR

1987 ROADSTER
1987 PHAETON, Anniversary
1985 ZIMMER

RACE CARS

1982 THEODORE (TIP)
EL TAMBAY
1986 MARCH VS CHEVY
EL TAMBAY
EX FITTIPALDI
1988 PORSCHE 962
1987 FORD PROBE GTP
1978 MAZDA RX-7 GT2

OTHER

1985 COBRA REPLIC
1987 AUSTIN HEALY
1933 AUSTIN AMERICAN
1964 ALFA ROMEO 2000
ROADSTER
1965 ALFA ROMEO GTC
CABRIOLET
1959 PORSCHE 356 CABRIOLET RED
1959 PORSCHE 356 COUPE
1961 CADILLAC CONVERTIBLE
WESTFIELD LOTUS XI

BLACK/BLUE
BLACK/TAN
SILVER/BLACK
WHITE/BLUE
BLACK/BLACK
WHITE/RED
RED/TAN
SILVER/RED
WHITE/GREEN
BURGUNDY/TAN
CHOICE

BROWN/TAN
WHT/SILVER/GRAY
BLACK/BLACK

FIAT

1988

IMSA

1978

YELLOW

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

RED/BLACK

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RED/BLACK

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